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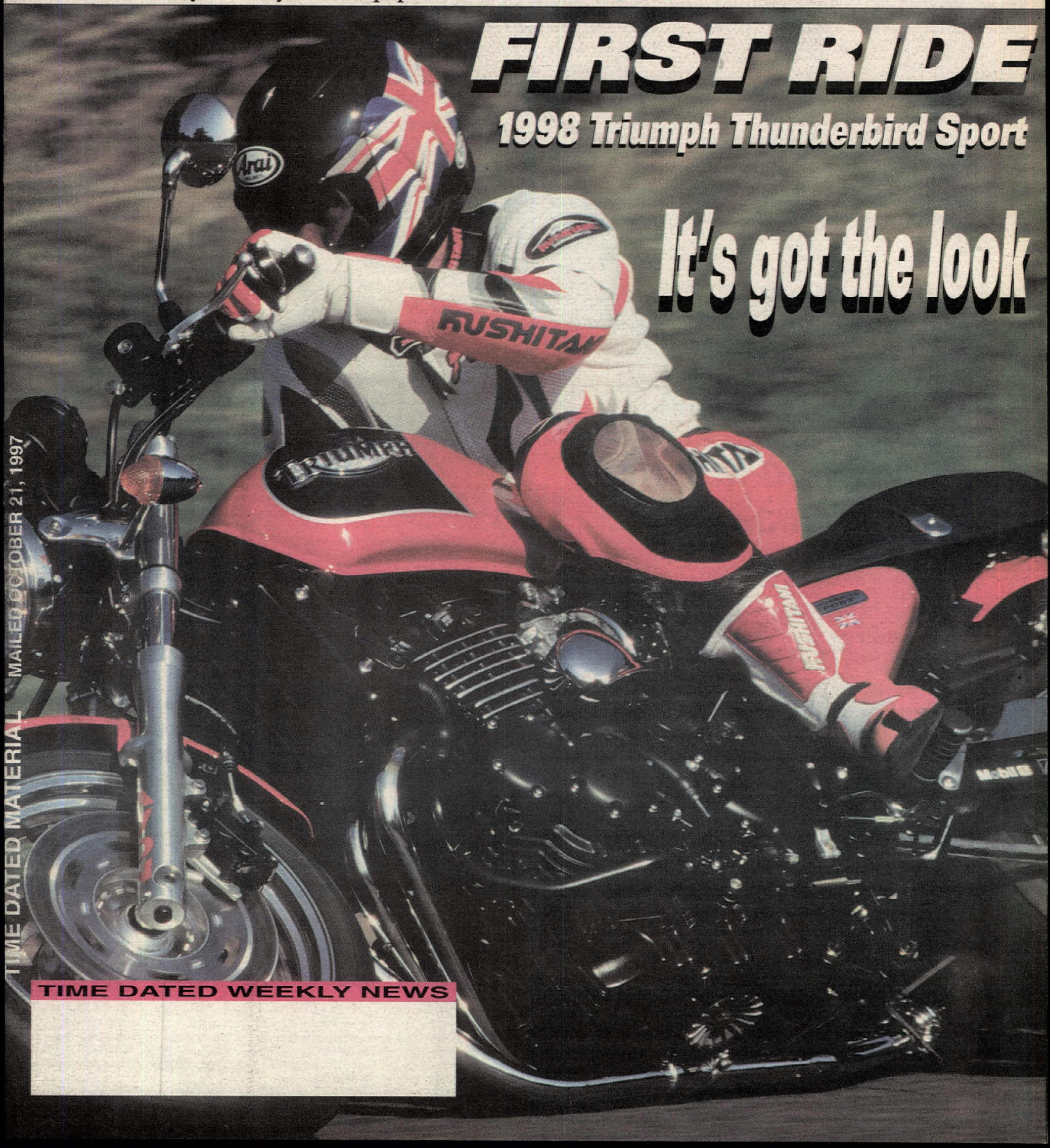

FIRST RIDE

1998 Triumph Thunderbird Sport

It's got the look

TIME DATED MATERIAL MAILED OCTOBER 21, 1997

TIME DATED WEEKLY NEWS

Fred Andrews (Yam) won the 12th round of the AMA Grand National Championship Cross Country Series, held in Lisbon, Ohio, on October 19, despite running out of gas on the last lap. The second-place finisher, **Scott Plessinger** (KTM), also ran out of gas on the last lap, but both riders found fuel and finished in the same order. **Doug Blackwell** finished third overall, followed by **Rodney Smith** and **Duane Conner** in fourth and fifth, respectively. Newly crowned series champion **Scott Summers** (Hon) broke his tibia in a race-related incident and did not finish, and **Steve Hatch** (Suz) retired on the last lap with a broken flywheel after running as high as second.

The CMC Trans-Cal Motocross Series Showdown took place October 18-19 at the Hungry Valley OHV area in Gorman, California, and pitted Southern California and Northern California riders against each other. **Brett Racine** (Kaw) won the 125cc Pro class on Saturday followed by **Brian Roth** (Suz) and **Doug Parsons** (Yam). **Takeshi Koikeda** (Yam) won the 250cc Pro class, with **Rusty Holland** (Kaw) and **Billy Joe Mercier** (Kaw) in second and third, respectively. On Sunday, **Casey Lytle** topped the 125cc Pro division, with **Chris Wheeler** (Suz) and Roth (Suz) rounding out the top three. In 250cc Pro action, Wheeler took the measure of the class, trailed by **Eric Kehoe** (Hon) and Koikeda. **Billy Payne** again dominated the 125cc and 250cc Intermediate classes and won both championships.

Keith Bowen (KTM) won the AMA Eastern Regional Four-Stroke Series round in Blountville, Tennessee, on October 19, at Muddy Creek Raceway. Bowen scored the overall win ahead of **Jim Neese** (Hbg), **Kelly Smith** (Hbg), **Mark Mussilman** (Hbg) and **Jerry Shoning** (Hbg).

At round five of the AMA Fall Classic Motocross Series held at Muddy Creek Raceway in Blountville, Tennessee, on October 19, **Ricky Carmichael** (Kaw) was the big winner after topping both the 125 and 250cc Pro classes. **Brock Sellards** (Kaw) and **Kevin Walker** (Kaw) finished second and third, respectively, in the 250cc Pro class, while **Mike Brown** (Yam) and Sellards (Kaw) rounded out the top three in the 125cc Pro class.

Here are the details about the new **FMF/Honda Motocross Team**. Former Team Honda member **Scott Sheak** and **Broc Sellards** will ride the 125cc Eastern Regional Supercross Series, while **Jason McCormick** and **David Pingree** will ride the 125cc Western Regional Supercross Series. All four riders will contest the AMA 125cc National Championship Motocross Series. FMF Motorsports will handle the team and is a separate entity from FMF, which will retain its focus on amateur motocross, off-road racing, exhaust systems, clothing, engines and suspension. The team will use 1998 Honda CR125s with the suspension and motors modified by FMF, along with a smattering of works parts from Honda. Donnie Emler, FMF's owner, is working closely with the factory to shape the CR125 into a supercross and National motocross weapon along with the help of Honda's Cliff White and Mike Hooker and FMF's engine specialist Terry Varner. The FMF/Honda team will be managed by former World Champions **Danny LaPorte** and **Bobby Moore**. "Donnie (Emler) has unlocked a treasure chest of power, now Bobby (Moore), myself and the riders are working on getting the rest of the bike ready for the season," LaPorte said in a press release. FMF's suspension technician Rob Hendrickson is focusing on new valving specs and internal modifications. As of this release, major sponsors of the team, following FMF and Honda, are Thor riding gear, Arai helmets, Dunlop tires and a major outside sponsor, yet to be announced.

World Superbike Champion **John Kocinski** will ride a factory Honda NSR500 V-four in the Big Road Race in Sugo, Japan, on November 2 - and he will be matched against four-time 500cc World Champion Michael Doohan, who will also ride an NSR500. Many of Grand Prix racing's best will be on hand at Sugo, including Honda's Tadayuki Okada and Yamaha's Norifumi Abe. "I won't get much practice," Kocinski said on Monday, October 20. "In fact, I'll be ice-cold right from the freezer, but I'll be on a V-four and I'm looking forward to it." Kocinski still isn't sure of where he'll be racing next year, though he knows it will be with Honda. "World Superbike is there for me if I want it, but if I could I would like to move up," he said. "We'll just have to wait and see. I'd say it's 50-50 right now."

Former World Superbike and Grand Prix racer **Anthony Gobert** will ink a contract this week with Ducati that will see him race a Vance & Hines Ducati in the 1998 AMA Superbike National Championship. Although no one would confirm the deal, sources close to Ducati say the deal is imminent and will be signed this week. Gobert was fired from the Lucky Strike Suzuki team earlier in the year after reportedly failing a drug test issued by the team. The Australian, who later passed an FIM urine test, is likely to be joined by former AMA Superbike National Champion Thomas Stevens. It will mark Stevens' second season on the Vance & Hines Ducatis. On the Fast By Ferracci Ducati front, it now appears likely that **Tom Kipp** will be joined on the team by **Alessandro Gramigni**, the Italian rider who won two AMA Nationals for Ferracci in 1996. Gramigni is currently under contract to Aprilia, but is expected to sign with Ferracci in early December.

Canadian **Steve Crevier** has signed a one-year contract with Yoshimura Suzuki to ride the team's TL1000R in the AMA Superbike National Championship and its GSXR600 in the 600cc Supersport Series. "I've signed the contract and sent it back to them," Crevier said from his home in Canada on Monday, October 20. "They should get it today. I'm usually really into all of this, but I was starting to get upset about it all. I was getting nervous. This is the first time I've used a manager to do my deals, but I think it's the way to go. I think it'll work out good and I'm really happy about it." Crevier spent the last two years riding Smokin' Joe's Hondas in the Martin Adams-owned American Honda team.

In other AMA Superbike Series news, AMA 750cc Supersport Champion **Jason Pridmore** has signed a contract with American Suzuki that will see him actually race in two teams. Pridmore will defend his AMA 750cc Supersport Championship on a HyperCycle Suzuki GSXR750 while riding in selected AMA Superbike Series rounds on a Yoshimura Suzuki GSXR750 - beginning with Daytona. Pridmore will also race a GSXR600 in the 600cc Supersport Series for HyperCycle.

The only factory AMA Superbike ride that is still available is the second spot with Yamaha, though that is expected to be filled by **Jamie Hacking**. If you pencil Hacking in to team with Rich Oliver on the factory Yamaha YZF750s, the 1998 AMA Superbike lineup looks like this: Vance & Hines Ducati - Anthony Gobert and Thomas Stevens; Fast By Ferracci Ducati - Tom Kipp and Alessandro Gramigni; Yoshimura Suzuki - Mat Mladin, Aaron Yates, Larry Pegram, Steve Crevier and Jason Pridmore; Yamaha - Rich Oliver and Jamie Hacking; Honda - Miguel DuHamel and Ben Bostrom; Muzzy Kawasaki - Doug Chandler and Tommy Hayden; Harley-Davidson - Pascal Picotte and Thomas Wilson.

The latest schedule to come from the FIM Congress in Athens, Greece, is the **1998 World Endurance Series** calendar.

Team USA fails the Test against England

Team England just edged out Team USA, 49-47, in a last-heat decider to win the Test match between the two countries, at Poole's newly revamped stadium in the South of England on October 15.

Former World Champion Billy Hamill led American scorers with 14 points, while teammate and reigning World Champion Greg Hancock also fared well, earning 11. Combined with strong performances by team veteran Sam Ermolenko, the oft-forgotten Josh Larsen and the rest, Team USA was in the hunt for the victory all evening, and it was all on the line in the final heat. Hamill was paired with Ermolenko, and though Hamill took the win, Ermolenko's last-place ride behind Mark Loram and Chris Louis sewed up the title for England.

In doing so, England captured the John Scott memorial trophy, the meeting being dedicated to the honor of the former Team USA manager who recently passed away after a battle with cancer. At the same time, the British speedway community was mourning the loss of Poole's own legendary figure, Tony Lewis. **John Hipkiss**

AMA Grand National numberama

The AMA has released its list of Grand National numbers for the 1998 season. Number one is, of course, the property of the series champion, while number two through 10 are reserved for former champions. The rest of the numbers are assigned, not based upon points, although a rider must be active with his number if he intends to keep it. Consequently, there are always a few changes to the list each year, perhaps the most noteworthy for '98 being Rookie of the Year Johnny Murphree, who checks in at number 20, which was formerly held by Eric Bostrom. First-year sensation Bryan Bigelow earned Ben Bostrom's old number, 11. Dan Stanley has changed from National number 60 to number 10.

1	Scott Parker	34	Marc Gifford	67	Mike Hacker
2		35	Eli Price	68	Robert Miller
3	Ricky Graham	36	Tim Mertens	69	Roger Durkee
4	Chris Carr	37	J.P. Simonsen	70	John Hlebo III
5		38	Steve Mayfield	71	Georgie Price IV
6		39	Del Schnitzer	72	Steve Liberty
7		40	Jeff Annen	73	Brent Armbruster
8		41	Brett Landes	74	Billy Martin
9	Jay Springsteen	42	Steve Morehead	75	Pat Buchanan
10	Dan Stanley	43	Joe Kopp	76	Jeff Harsha
11	Bryan Bigelow	44	Robert Knapp	77	Scott Stump
12	Rex Fisher	45	Jim Sumner	78	Mike Inderbitzen
13	Mickey Fay	46	Lonny Kopp	79	Steve Gill
14	Paul Iwanaga	47	Ryan Anderson	80	Rich King
15	Chris Evans	48	Ian Segedy	81	Speedy Kell
16	Ronnie Jones	49	Chris Fitzhugh	82	Jeff Dietz
17	Doug Davis	50	Trapper McDaniel	83	Paul Morgan III
18	Terry Poovey	51	Nate Wait	84	Chance Darling
19	Paul Lynch	52	John Faulkner III	85	David Rayburn
20	Johnny Murphree	53	Gary Rogers	86	Jerry Vanderkooi
21	Will Davis	54	William Brock III	87	Charlie Orr
22	Dan Butler	55	Troy Rose	88	Jim Rosa
23	Kevin Atherton	56	Lonnie Pauley	89	Kevin Varnes
24	Michael Varnes	57	Ken Yoder	90	Nick Daniela
25	Randy Texter	58	Greg Teague	91	Andy Tresser
26	Steve Beattie	59	Willie McCoy	92	Randy Shank II
27	Davey Camlin	60	James McIlvena	93	Danny Koelsch
28	Lance Jones	61	Shawn Clark	94	Jess Roeder
29	Dale Jenneman	62	Paul Bergstrom	95	Josh Butler
30	Ron Waters	63	Robert Buffington	96	Donald Paul
31	Kenny Coolbeth	64	Alan Eadie	97	Robert Gette
32	Recil Hart	65	Jason Fletcher	98	Bret Beyer
33	J.R. Schnabel	66	Geo Roeder II	99	Keith Jacobsen

The five-race series will begin with the 24 Hours of Le Mans in France on April 19 before going to an undisclosed site in England for the second round on June 28. Round three will be the 24 Hours of Spa in Belgium on July 26, with the Suzuka 8-Hour in Japan making up the fourth round on July 26. The final round of the series will be the Bol d'Or at Paul Ricard in France on September 13.

Former 500cc World Champion **Kevin Schwantz** finished 31st in the NASCAR Busch Grand National Series race at the California Speedway in Fontana, California, on October 19. Schwantz retired on the 141st lap with a broken wheel bearing.

Dee Wood (Kaw) won the Women's World Cup Motocross Championships, held October 5, near Radium, British Columbia, Canada. The defending World Champion used a 2-1 moto tally to defeat U.S. National Champion **Traci Fleming** (Hon), who went 1-3, and **Nikki Harris** (Hon), who went 3-2. Canadian Candice English (Kaw) was the first non-American finisher in fourth place, while Tracy Reed (Suz) rounded out the top five.

AMA 250cc National Motocross and Supercross Champion **Jeff Emig**, AMA Superbike National Champion **Doug Chandler**, and AMA 600cc Supersport Champion **Miguel DuHamel** are the first three nominees for the 1997 AMA/Speedvision Pro Athlete of the Year Award. The award is the highest the AMA bestows on professional racers and will be presented on December 13 at the AMA Awards Banquet at the Flamingo Hilton in Las Vegas, Nevada.

It's official: Kawasaki Motors Corp. USA will not renew its contract with APEX MotorSports Marketing's Robert Nutt, the owner of the **Kinko's Kawasaki** team that contested the AMA Supersport Series on Kawasaki from 1995 through 1997, for the 1998 racing season. Kinko's Kawasaki racers appeared on 29 AMA Supersport podiums, finished second and third in the 600cc Supersport Championship, and twice finished third in the 750cc Supersport Championship with riders Thomas Wilson, Jason Pridmore, Thomas Stevens, Mike Smith and Jamie Hacking. In addition to its success on the race track, Nutt's team was also a publicity success, appearing on such television shows as "MTV Sports," "Real TV" and ESPN's "Extremists with Gabrielle Reese," as well as in mainstream publications such as Men's Perspective and Heartland USA magazines. It was also one of the few teams in AMA road racing that was able to secure non-tobacco, outside-the-industry sponsorship, in the form of its Kinko's backing. Nutt and APEX MotorSports Marketing are hoping to stay involved with AMA road racing for 1998. For more information, call Nutt at 423/671-1450.

AMA Grand National dirt track racers **Rich King** and **Joe Kopp** took home the top money from this season's $10,000-purse Beer Nuts Challenges - five-lap dash events held at selected AMA Grand National Dirt Track races this year. King won $1900 while Kopp took home $1800.

American Honda, Kawsasaki, the American Motorcycle Institute and American Motorcyclist Magazine have signed on as sponsors for the **AMA/Speedvision Awards Banquet**, scheduled for December 13 at the Flamingo Hilton in Las Vegas, Nevada.

Tuf Racing has announced that it will be heading the Thor/Honda team of **Jeromy Buehl** and **Denny Stephenson** in the 1997-98 PJ1 National Arenacross Series. The team plans to debut the new aluminum-framed Honda CR125 at the opening round of the series in Des Moines, Iowa, on November 14. Defending series champion **Buddy Antunez** will not be part of the team. Unconfirmed reports are that Antunez will defend his title aboard Primal Impulse-backed Suzukis.

The AMA has also announced its AMA Pro Racing Rookies of the Year. The awards go to dirt tracker **Johnny Murphree**, road racer **Tommy Hayden** and motocrosser **Brock Sellards**. Murphree finished fifth in the AMA Harley-Davidson 883 Series; Hayden finished 12th in the AMA Superbike National Championship; and Sellards finished eighth in the 125cc Eastern Region Supercross Series, as well as 18th in the AMA 125cc National MX Championship.

On Wednesday, November 12, Pro Line Motorsports will hold a premiere of two new videos - **"Crusty III"** and **"Steel Roots"** - at the Gwinett Place United Artists Theater in Duluth, Georgia. There will be two showings (6 and 8 p.m.) and all admission fees will go to the Pediatric Brain Tumor Foundation. For more information, call 770/497-0994.

Castrol Honda's **Aaron Slight** made his touring-car racing debut at Donington Park in England on October 19 in the RAC Tourist Trophy event - and it ended prematurely with a crash. Slight was hit by Frenchman Yvan Muller on the second lap, causing extensive damage to Slight's Honda Accord. "I was into the second lap, at the top of Craner Curves, when I felt a nudge," Slight said. "Muller tapped me at about 90 mph and the next thing I know, I'm heading for the barriers." Slight had qualified an impressive seventh and was ninth when he was hit. "The car is wrecked," Slight said. "It's the worst crash the team has had all year, but the guys at Honda have been really good and will try and get me a drive next year somewhere if the opportunity arrives. They were happy with my qualifying time and it's given me good experience." The race was won by Switzerland's Alain Menu in a Renault.

Four-time Daytona 200 winner **Scott Russell** has been confirmed to appear at **Showcase Bike Night** at the Speedway International Racing Bistro & Bar in Newport Beach, California, on Thursday, November 6, from 7 to 10 p.m. Russell will be on hand to answer questions and sign autographs, and he will be joined by the top racers from the NHRA Pro Stock class. For more information, call 714/675-5900 or 714/752-1669.

Confirmed entries for the White Brothers Vet World Championship, scheduled for November 1-2 at Glen Helen Raceway in San Bernardino, California, include **Doug Dubach**, **Erik Kehoe**, **Guy Cooper** and **Larry Brooks**. For more information, call 714/692-3404.

Del Mar Mile promoter **Chris Agajanian** wishes to apologize for the error in his Del Mar Mile program, in which the Len Andres Memorial Dash for Cash was mistakenly labeled as the Brad Andres Memorial Dash for Cash. The event was put together by Dale Walksler as a tribute to the late father of 1955 AMA Grand National Champion Brad Andres. Brad Andres is alive and well, and was on hand to take part in the festivities of the Del Mar weekend.

Randy Bradescu of San Rafael, California, was killed October 14 while racing in the Cabo 1000 road race in Baja California, Mexico. Bradesco was an avid competitor, riding a 750 BMW Sportsman and a Ducati twin. He also operated Fastrac Racing in San Rafael and was the former owner of BMW/Ducati of Marin. Bradesco also served as the race director of Team Obsolete Promotions. He is survived by his wife, Lynn Farrell-Bradescu; his parents, Melvin and Isabel; brothers Alan and Jack; and sister Karen. Sympathy letters can be sent to Lynn Farrell-Bradescu at 112 San Rafael Ave., San Rafael, CA 94901.

POSTPONED: The CCS road race scheduled for December 6-7 at the Metro Dade Homestead Motorsports Complex in Homestead, Florida, to December 13-14, due to a scheduling error.

OPENED: American Honda's Motorcycle Division's home page on the World Wide Web. The site can be found at the following address: http://www.hondamotorcycle.com.

OPENED: Suzuki DR Suspension's home page on the World Wide Web. The site can be found at the following address: http://www.geocities.com/motorcity/2299.

OPENED: Pro-Action's home page on the World Wide Web. The site can be found at the following address: http://www.pro-action.com.

CORRECTION: Contrary to our coverage of the AHRMA Steamboat Springs race in Issue #40, Jeff Nash prevailed over Kelly Newman in the SuperMono race in Colorado. The printed results were, however, correct.

RESIGNED: Rod Anastasia, from his position as sales and marketing director of HRP Products Inc., as he is planning to relocate to the West Coast. Luke and Louise Janetos, the owners of the company, will take over his responsibilities. For more information, call 603/868-7405.

MARRIED: Jim "The Greek" Gianatsis, of Gianatsis Design Associaties, to his girlfriend, Svetiana "Nicki" Graeva, in Los Angeles, California.

OPENED: The 1998 Mikuni Carburetor/Gianatsis Calendar home page on the World Wide Web. The site can be found at the following address: http://www.pacg.com/gianatsis/

CORRECTION: Gordon Lunde Jr.'s name was misspelled in our last issue. Lunde, 28, was killed while racing in the WERA Grand National Final at Road Atlanta in Braselton, Georgia, on October 11.

OPENED: Pro-Circuit's home page on the World Wide Web. The site can be found at the following address: http://www.procircuit.com.

OPENED: Desert Racer X, a company specializing in writing resumes for racers, at 6984 Alondra Ave., Hesperia, CA 92345, 760/244-5517, 770/244-2008 (fax).

OPENED: Troy Lee Designs' all-new showroom and gallery in Corona, California. The showroom is located at 1821 Wild Turkey Circle in Corona. For more information, call 909/371-5219.

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VOICES
LETTERS TO THE EDITOR

Hard Luck Kid

Kent Taylor's "Hard Luck Kid" story about Doug Grant (Issue #42, October 22) reminded me of many other talented riders during the '70s who, but for timing and circumstances, could also have achieved greatness racing motocross.

Doug Grant was indeed a talented rider and, like most of the motocrossers at that time, couldn't conceive of making the kind of money that factory riders earn today. Like Doug, they did it because they loved racing motocross... but didn't we all? Billy Payne and Gaylon Mosier are two more, and I'm sure, depending on whom you talk to, others will come to mind. Timing and circumstances!

Doug mentions "Peter Starr's movie, 'On Any Sunday,'" but that was actually made by Bruce Brown. Peter's movie was "Take It to the Limit," also a good movie that is still available in video stores or from Peter.

Dick Miller
Encino, CA

The White family

Many motorcycling fans have inquired about the condition of our son, Brad White. Brad, now 19, was severely injured while test riding a motorcycle. He struck an unmarked chain barrier near the White Brothers R&D facility, crushing his larynx, voice box and windpipe. Though his neck was not broken, the lack of oxygen caused his heart to stop and the resulting brainstem damage left him blind and a quadriplegic. We feel it is important to note that this accident could easily have happened on a bicycle or skateboard, as investigators determined that his approximate speed was only 10 to 15 mph.

After the accident, the neurologist gave the family no hope for his survival, let alone any prospect for improvement. The neurologist who was called in for a second opinion went as far as to recommend the family take him off all nutrition, including water, so he would die quicker.

Don't ever listen to doctors who want to play God. Brad has been home almost five months now and is improving every day. His cognitive and memory skills were unaffected by the accident and, with intensive therapy seven days a week, he is now able to move every part of his body. We have hope that he may be able to walk and take care of himself in the future. He is learning how to make sounds again and can communicate "yes" and "no" with a hand squeeze.

We have a lot of work ahead of us, but he has the will of a champion. Brad and his dad like to work on motorcycles in the garage. While dad works away, he describes everything he is doing and Brad loves it.

For the White family, the healing started the day Brad came home. We are very fortunate that the motorcycle industry has allowed us an income so we can afford home health care. Tom and Dan pledge to work vigorously in the future to fix a broken insurance and federal/state Medicare system that doesn't begin to take care of seriously injured people. Unfortunately, the present system puts injured young adults in state-funded rest homes with no therapy and offers no aid for home health care - which for most people is financially out of reach.

Check your insurance. Our policy is with Foundation Health, the nation's fourth-largest carrier, and it only covered 60 days of hospital rehabilitation - and then we were kicked out. We promise to continue working hard on Brad's recovery and can assure you that joy and happiness has returned to our home.

Thank you for your thoughts and prayers.

The White family
Yorba Linda, CA

Dowd and his 125

I was very disappointed to see that Yamaha is planning to put John Dowd in the 125cc class. I believe this move is based solely on his age. If a 20-something rider finished second in the 250cc Nationals, repeatedly beat Jeremy McGrath, Mike LaRocco, Greg Albertyn and even waxed Jeff Emig a few times, he would be touted as "The Next Big Thing." A rider in his 20s would be cultivated and put back in the premier class to hopefully bring Yamaha its first 250cc title in at least a decade. Because John Dowd is over 30 (read "over the hill"), he has been relegated to warming their 125s until some new wunderkind can be found to fill that spot.

The truth is, John Dowd is stronger and rides with more enthusiasm and desire than most of his younger competitors. He deserves to ride where he excels - in the 250cc class.

As far as 125cc Supercross is concerned, the AMA rules that allow him to ride in the "prep-school class" are simply ludicrous. John Dowd has had a factory ride for at least three years, has beaten everybody in that class more than once, and has had years of single-digit numbers plates. This class is supposed to encourage teams to cultivate new talent - not to go cherry-picking.

I'm sure John will ride where he's paid to ride and make the very best of it. I just hope Yamaha sees the error of its prejudice and puts him in the 250cc class so we can see more of the fantastic action he gave us in 1997.

Dan Radlauer
Radlauer1@aol.com

Defending the MV

Mr. Bruce Armstrong (Voices, Issue #41, October 15) states that MV Agusta and Ferrari have unearned mystique. They "were dogs unsuited for competition." Where are his beloved Porsches (he owns one) in Formula One and World Supercar? Where is Harley in racing? Porsche had to build a spec race car to beat the street Ferraris and Cobras. The Japanese had to build two-strokes, Harley has rules excluding modern technology in flat-track racing, and their superbike is street-legal only in Poland. And it sucks anyway.

He reminds me of the porcupine, because - unlike a Porsche - the pricks are on the outside.

Viva competitione! Seventy-five championships in 25 years. MV Agusta, welcome back.

Dan Vignau
Kel Largo, FL

Letters to the editor should be sent to Voices, Cycle News, P.O. Box 498, Long Beach, CA 90806-0498, faxed to 562/427-6685 or e-mail, editor@cyclenews.com. Published letters do not necessarily reflect the position of Cycle News, Inc. Letters should not exceed 200 words and all letters are subject to editing. Anonymous letters will not be considered for publication. All letters should contain the writer's name, address and daytime phone number ... Editor.

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ON THE FRONT COVER

Alan Cathcart puts the new Triumph Thunderbird Sport through its paces. Photo by Kyoichi Nakamura.

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PRIDMORE CASHES IN

Tripp Nobles (114) and Jason Pridmore (7) battled in both the 600 and 750cc Suzuki Cup races. Pridmore won both to take home $10,000 in purse money. Nobles finished second in both races.

By Aaron Mintz
Photos by George Roberts

BRASELTON, GA, OCT. 12

HyperCycle's Jason Pridmore continued to stamp his authority on the road racing community with resounding wins in both the 600 and 750cc Superstock Suzuki Cup classes at the WERA Grand National Finals at Road Atlanta, walking away with $10,000 in purse money.

"We really got the bike set up well in practice," Pridmore said. "Carl is a suspension wizard and got the bike set up to handle the load the front end takes going down through the hills."

Pridmore carved through the hilly and extremely fast 2.5-mile road course, to be challenged only by local favorite Tripp Nobles. Nobles went on to take second in both the 600 and 750cc races.

Richard Alexander did the double as well, as he took a pair of third-place finishes in the two Suzuki Cup classes.

"I injured my shoulder and it hasn't had time to heal," Alexander said. "I'm in a lot of pain, but the adrenaline kicks in during the race. I don't want people to think it's an excuse."

Emgo Valvoline Suzuki rider Josh Hayes took first in the 1100cc Superstock class and his first-ever Suzuki Cup victory.

"I can't tell you how happy I am," Hayes said. "This has been a tough season, and to come and finish first in the Cup race is terrific. I can't thank Barry and Tabitha enough for their help and support throughout the season."

750cc FINAL

Pridmore won both qualifying rounds on Saturday to start the race on pole position.

"We were working on setup and the team got it right," Pridmore said. "This track demands a lot from the HyperCycle Suzuki, and Mike, Greg and Carl tamed the beast."

Another rider getting his bike right during practice was Tripp Nobles, who won his 750cc heat race and started alongside Pridmore as the green flag fell on the Suzuki 750cc Cup final.

Nobles got the holeshot, but Pridmore was side by side as they snaked up through turns one and two. Then the race was red-flagged after Parrish Register crashed and left his bike on the track.

At the restart, it was Nobles and Pridmore again, but this time Pridmore held off the brakes and slid through the turn to lead by a wheel length. As the two settled into a pace that saw them turning 1:25s on lap two, they ran away from the rest of the field. Team Polen Suzuki's Doug Polen benefited from the restart and moved right into third place, with Team Suzuki Sport's Richard Alexander in tow.

"I've been in a lot of pain all weekend, but when I got out there, the adrenaline kicked in and I temporarily forgot about the pain," Alexander said. "I couldn't catch Tripp or Jason though; they were gone."

Alexander and Polen's battle was just heating up. "Alexander was hanging in there," Polen said. "He followed me around and found a few lines and was able to go faster than he did in practice."

Alexander passed Polen midway through the race to take over third place.

"I started sliding around and the rear kept coming around," Polen said. "I couldn't get enough drive to run down the front guys."

Polen slipped in behind Alexander to finish fourth.

Jamie Bowman had made a respectable run at Pridmore during the qualifying race, but was off the pace of Alexander and Polen in the 750cc race, finishing fifth.

"I got a really good start," Bowman said. "They had a little motor on me because I couldn't hang in the draft. I also had a little right-arm pump at the end. I'll have to go home and work on that. Doug and Richard pulled me and I did my best."

As the race progressed, Nobles and Pridmore were inseparable. One lap Pridmore would come under the bridge and then the next Nobles would be first, each fighting to outbrake the other as they entered turn one.

"I'd say we were pretty equal," Pridmore said. "We gave each other room to pass and this is the way racing should be. It was terrific, and I'm glad we were able to put on such a show for the crowd."

On the box, Nobles was all smiles after his second-place finish.

"It was really something," Nobles said. "I was glad to be able to take it to him like that. Vic Fasola got the motor competitive, and we were really sliding around out there, but I think Jason was hooking up a little better than me. All I have is a revalved stock rear shock. I'm glad to have finished where we did with what we got. It was a good day."

Alexander accommodated a shoulder injury and still finished third, ahead of Polen. Behind Polen was Bowman, with Michael Barnes, next after a seventh-row start to finish sixth.

"Carry Andrew built a great motor and the bike ran great," Barnes said. "I just needed more track time to get my timing down more. Plus, I just came from finishing fourth in an AMA race. The competition in WERA is excellent, and any of these guys could run with the AMA. They really impressed me."

600cc FINAL

Pridmore and Nobles jumped out to the early lead at the start of the 600cc Suzuki Cup race, but Pridmore would claim the spot permanently as he drove by Nobles up the hill into turn one, a move similar to the one he made in the 750cc race. This time, though, Pridmore would lead and maintain a bike-length margin over Nobles for the entire race.

"I really thought I'd be able to pull away from Tripp on the horsepower," Pridmore said. "It's a true testament to Tripp's riding, because I could not shake him."

Nobles tried to hang, but couldn't seem to be able to put together a pass, even out of the draft.

"I just hung on," Nobles said. "Jason has a real fast bike. Vic kept a good bike under me but I came up a little short."

Early in the race, there was a two-way battle for third between Team Suzuki Sport rider Richard Alexander and Rick Kirk. Kirk made a pass, but it came to nothing as he low-sided in turn

seven and took himself out of the race.

"I drank a little too much Geritol this morning," Kirk said. "I got into seven too hot and lost the front end."

With Kirk out of the race, Alexander took third uncontested.

"I am in pain," Alexander said, "but I was able to hold off the pain until the end. I'm happy for third, considering."

In a heated battle for fourth place, a pair of Nielsen Racing teammates, Darryl Saylor and Mark Junge, went back and forth the entire race.

"It is always fun to race with Darryl," fourth-placed Junge said. "The Nielsen Suzukis were running excellent and the new Pirellis were extremely grippy throughout the entire race."

Saylor settled for fifth.

"Mark ran a great race," Saylor said. "I tried to draft by him, but he seemed to have the better grip and held me in the corners."

1100cc FINAL

When the green flag dropped, Emgo Valvoline Suzuki's Grant Lopez took the holeshot, with teammate Hayes a close second. Hayes passed Lopez going into five and took the lead. As Hayes was driving through seven, he started to lose the rear and chopped the throttle, which threw off Lopez and kept him out of the race.

"I came out of seven and Josh went sideways," Lopez said. "I momentarily flinched in my mind, and I lost it avoiding Josh. I think I tore some ligaments, because I can't move my knee very well."

With Lopez out, Hooters Racing's James Randolph started to run Hayes down, but he was shown the black flag.

"I knew what they were trying to pull me in for," Randolph said. "We had just put on the new lowers and they were hitting the pipe, but they weren't coming loose. I know when the bike isn't safe, and it was fine."

After a post-race protest, Randolph was disqualified. As a result, Tim Bemisderfer took over second place and ran very hard in a back-and-forth battle with Dan Bailey.

"Bailey stayed behind me and on the last lap he lost it," Bemisderfer said. "I could hear his bike sliding and knew I had the position at that point."

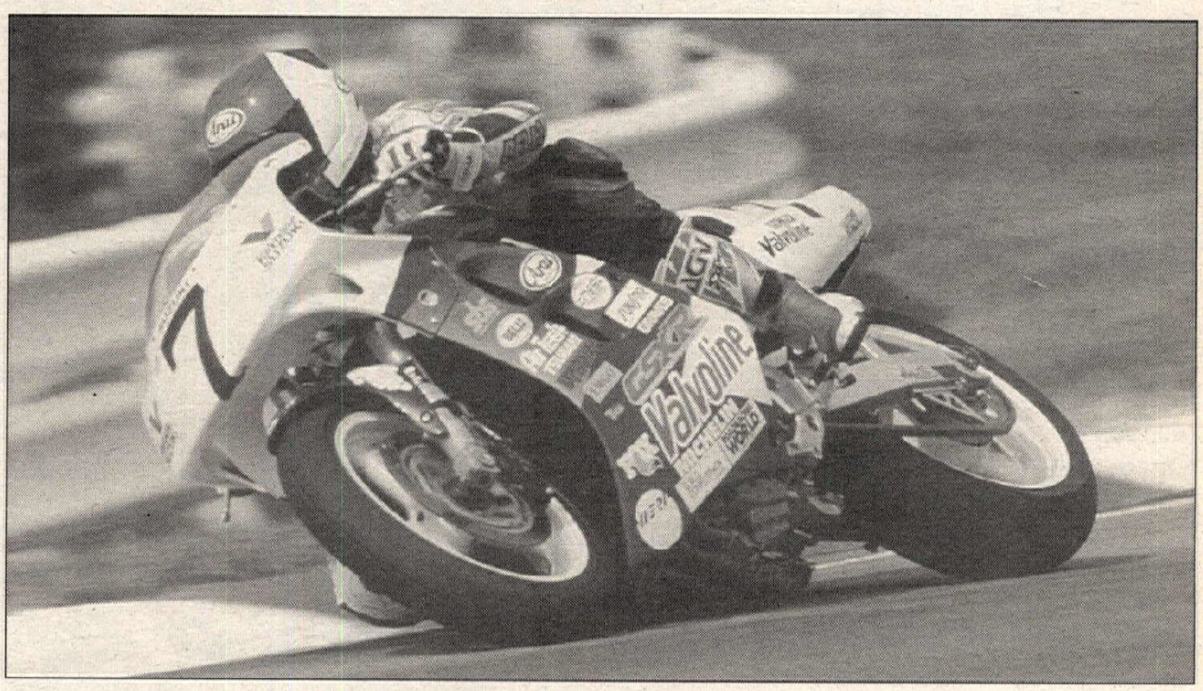
With Bailey out, Seth Hahn inherited third place. CN

Road Atlanta
Braselton, Georgia
Results: October 12, 1997

750 SUZUKI CUP: 1. Jason Pridmore; 2. Tripp Nobles; 3. Richard Alexander; 4. Doug Polen; 5. Jamie Bowman; 6. Michael Barnes; 7. Grant Lopez; 8. Greg Leffler; 9. Chris Rankin; 10. Tim Bemisderfer.

600 SUZUKI CUP: 1. Jason Pridmore; 2. Tripp Nobles; 3. Richard Alexander; 4. Mark Junge; 5. Darryl Saylor; 6. Josh Hayes; 7. Chris Rankin; 8. Grant Lopez; 9. Reuben Frankenfield; 10. James Randloph.

1100 SUZUKI CUP: 1. Josh Hayes; 2. Tim Bemisderfer; 3. Seth Hahn; 4. Russell Mascar; 5. Brian Jones; 6. Jason Catching; 7. Scott Harwell; 8. Ward Cook; 9. Keith Young.



(Above) Doug Polen (23) led Richard Alexander (54) in the 750cc Suzuki Cup race. Alexander took the final podium spot from Polen. Alexander also took third in the 600cc race. (Right) Josh Hayes won both the 1100cc Superstock Expert race and the 1100cc Suzuki Cup final.

WERA National Endurance Series
Final Round: Road Atlanta

NIELSEN GETS ONE

By Aaron Mintz
Photos by Andy Chadwell

BRASELTON, GA, OCT. 9

Sunny skies and thousands of spectators lining the fences set the stage for the unpredictable and exciting four-hour endurance race which turned into two races as several teams fell short with mechanical problems. When all was said and done, it was Nielsen Racing topping the podium ahead of Team Suzuki Endurance, as TSE riders Tray Batey and Grant Lopez gingerly nursed their sputtering 1100cc monster around the high-speed 2.5-mile course in Braselton.

Yamaha of Texas Racing inherited third place on the day after Arclight Racing suffered its first race-ending mechanical problem.

The four-hour endurance race was broken down into two chapters: Chapter one would tell the tale of TSE commanding the race; the second chapter would describe Nielsen Racing running down and capitalizing upon TSE's mechanical woes.

The race started out in typical fashion, with TSE jumping out to an early lead, exploiting the bike's high power output along the straightaway. Lopez jumped out fast to establish a 27-second lead 15 minutes into the four-hour race.

"I had a fair start and passed Junge and Prussiano going up the hill into turn one," Lopez said. "Once I had clear track, I pulled the trigger. The bike is also rock-steady, because Keith Perry tuned the machine."

In a distant second place, Nielsen Racing was busy keeping a pursuing posse at bay. Arclight Racing was leading the charge, with the Semoff Brothers Racing, Team Fury Racing, and TBA Racing giving chase. Brian Lantz of Team Fury got by Arclight Racing and held third place. However, trying to keep their Kawasaki 600 in front took too much out of the rear tire.

"Brian got a little carried away and tried to set the 600cc track record during the first hour and left me with an overcooked tire," Teammate Ty Howard said. "We haven't done a rear-tire change in a while and they put the axle through without having the chain on the sprocket, which hurt us."

The long pit stop set Team Fury back, but when they blew a valve, which was later found in the exhaust pipe, its day was over for good.

Road Atlanta is almost as demanding on motors as Daytona. By the end of the season, endurance bikes are tired, regardless of how many times they are rebuilt. The long straightaway at Road Atlanta exposed this fact, as several teams fell out due to mechanical problems. Team Fury was one of the victims of mechanical gremlins. TKO Racing was also running with the chase pack when they started suffering problems which would eventually take them out.

"Through the esses, the bike died on Chad," James Bynum said. "It was too late. He was already leaned over and he couldn't save it. We got the bike fixed and then third and fifth gear went (bad) in the transmission."

Midway through the race, the leaders settled into a comfortable pace. TSE was still dominating and had a two-lap lead on Nielsen Racing. Arclight was holding strong in third place with its 600cc Suzuki, with TBA Racing's Lanny Allen in its shadow.

"Lanny is a little uncomfortable today," teammate Ward Cook said. "We're having a suspension sag and the canister is grounding out and it is making for a sketchy ride, but we fixed the problem in the pits."

TBA Racing's problems continued. The sprocket bolts on its bike backed out of the rear wheel and locked up the back end, which sent Allen back to the pits in the crash truck and out of contention.

Just as it seemed TSE would walk away with another win, the team began to suffer problems. First, during Batey's opening stint, he started to slow and allowed Nielsen Racing's Darryl Saylor to get past and make up one of two laps that the team was down.

"Twenty minutes into my stint, the rear end started to drift all over the place," Batey said. "It felt like the axle had become loose or the wheel had cracked. I stayed out and finished my stint. We found out that something had punctured the rear wheel and we only had 12 pounds of pressure in the tire."

This was only the beginning of TSE's problems.

Lopez took the bike after the rear tire was changed during the third hour. About 20 minutes into his stint, the bike started to make funny noises.

In the pits, TSE crew chief Keith Perry changed the battery and the black box, and for 10 minutes Batey rode flawlessly; then suddenly there was a sputter from the engine down the front straight.

Nielsen Racing (left) was able to come from a two-lap deficit to Team Suzuki Endurance (below), which suffered electrical problems, and win the final round of the WERA National Endurance Series.

"About 15 minutes into it, the bike completely died cornering under the bridge," Batey said. "I came into the pits unexpectedly and the bike refired and they waved me back out. The bike continued to cut off and on, but it never completely died. I just tried to keep it under control, because when the bike kicks back, you don't want it to be through midcorner."

Batey managed to keep the bike out there, but the time they lost in the pits and Batey's inconsistent lap times allowed Nielsen Racing the opportunity to make up the time needed to take the lead.

Saylor was instrumental in taking the lead, and his vast experience in endurance racing contributed to the team winning the race.

"I wasn't real happy with the rear suspension, and we had some tire problems," Saylor said. "We put on a different Pirelli and did some changes to the rear shock and this helped, and Mark and I were really able to go."

Junge started the race for Nielsen Racing and led the field to turn one before he was swallowed up by Lopez. Junge couldn't match the pace of the TSE, but he pulled away from third place until the Semoff Brothers challenged them on its 1000cc Yamaha.

"I was riding comfortably and caught Junge on the draft," rider Glenn Szarek said. "Then Atwell low-sided the bike and we weren't able to continue."

This took out the last challenger to run with Nielsen Racing until its battle with the ailing TSE bike late in the race.

"We already won our class in Texas," Junge said. "I wanted to get some time setting up the 750 for the Cup races. The last thing I expected was to be on top of the box. The combination of the Nielsen Suzuki and Pirelli tires worked perfectly today, and I couldn't be happier."

As Nielsen Racing was on its way to victory, Arclight looked to have third place in the bag. Chris Hughes rode the team's bike into the pits, pointing at the tank and shaking his head. Team owner Chuck Warren pulled off the tank but they couldn't figure out the problem and the day was over for the team.

"It turned out to be a loss of compression in the number-three cylinder," Warren said, "but that's racing."

Team Yamaha of Texas inherited third place after Arclight went out, but TYT ran with the leaders the entire race and earned third.

"We detuned the motor from Texas," rider Kelly Moody said. "The changes the guys made helped because we didn't have one single problem and the bike ran awesome."

Team Ten 40 had mechanical problems all season and were looking to finish the season on a positive note, which they did by claiming fourth place.

"To finish the season first in class and fourth overall is great," Brian Cincerra said. "Not to wish anything bad on Arclight, but they experienced what we've lived all season, and it feels great to have the bike finish so well." CN

Road Atlanta
Braselton, Georgia
Results: October 9, 1997 (Round 10 of 10)

O/A: 1. Nielsen Racing Suzuki (Suz); 2. Team Suzuki Endurance (Suz); 3. Yamaha Team Racing (Yam); 4. Team Ten 40 Racing (Hon); 5. Canton Racing Endurance (Suz); 6. Firestorm Racing (Suz); 7. Tapeworks Racing (Suz); 8. B&S Racing (Suz); 9. Team Sharkskinz Racing (Yam); 10. Cycle Speed Racing (Suz); 11. Longhorn Motorsports (Yam); 12. Thunder Racing (Suz); 13. TBA Racing (Suz); 14. Roswell Racing (Suz); 15. Arclight Suzuki (Suz); 16. 1-800-CROTCH ROCKET (Suz); 17. Action Suzuki (Suz); 18. Team BB (Hon); 19. Can/Am Racing (Hon); 20. On Da Gass Racing (Suz).

FINAL WERA NATIONAL ENDURANCE SERIES C'SHIP POINT STANDINGS (After 10 of 10 rounds): 1. Team Suzuki Endurance (1035.05); 2. Arclight Suzuki (883.73); 3. Nielsen Racing Suzuki (880.25); 4. Tapeworks Racing (744.6); 5. TKO Racing (739.48); 6. Team Ten 40 Racing (645.4); 7. Tapeworks Racing II (642.14); 8. Team Sharkskinz Racing (628.9); 9. Cycle Speed Racing (616.75); 10. Roswell Racing (574.5).

WERA National Sprint Series
Final Round: Road Atlanta

MIXED BAG

By Aaron Mintz
Photos by George Roberts

BRASELTON, GA, OCT. 11-12

It was a mixed bag of results in the WERA National Challenge Series during the Grand National Finals at Road Atlanta. Darryl Saylor teamed up with Nielsen Racing's endurance team this year and proved that retired veterans can still run with the young guns. Saylor started his sprint efforts when teammate Mark Junge gave him a bike to race at the Suzuki Cup Final. Saylor exploited the use of the Nielsen Suzuki and put the bike on top of the box in only his third race attempt. "The Nielsen Suzuki is fast and my past endurance experience has paid off," Saylor said. "My timing is back and I'm up to speed and I look forward to racing the entire 1998 season."

There was, however, a dark cloud over the day's racing after Iowa's Gordon Lunde, 28, died from injuries sustained in a crash during the 600cc Superstock race. Lunde's father was the founder of the Wegman Benefit, which aids severely injured racers. Lunde will be deeply missed by the racing community.

Emgo Valvoline Suzuki rider Grant Lopez finished second in the 600cc Superstock race but won the Michelin 750cc Superstock class. Emgo Valvoline Suzuki rider Josh Hayes was just getting warmed up when he sneaked under teammate Grant Lopez for the victory in the 1100cc Superstock race. Michael Himmelsbach kept his winning streak alive and won the 125cc GP race to clinch the title. Tray Batey topped the Formula One class.

The 600cc Superstock race got started with Triple R Racing's Mark Reed taking the lead. Reed led until he had a mechanical breakdown on lap two which ended his day.

"I came out of (turn) seven, shifted up, and boom!" Reed said. "I came under the bridge and couldn't shift because the shifter was just dangling."

Another Kawasaki rider, Brian Lantz, took over the lead, but his motor quickly expired and he fell out of the race. Saylor didn't get the best start but it didn't matter, as riders dropped out right and left. Teammates Junge and Saylor went back and forth, but Saylor bettered Junge at the checkered.

"I lost the rear and the steering went completely to lock," Junge said. "I got it back but I lost too much ground on Saylor and couldn't make up the time after my mistake."

Hayes took fourth place.

"They had too much on me today," Hayes said. "We were a little off on setup and I couldn't match their pace and make the pass."

Joe Temperato fought back from a poor start to finish fifth.

Grant Lopez was motivated for the Michelin 750cc Superstock class and had his bike dialed in.

Tim Bemisderfer was in the zone, passing Jay Johnson Racing's Billy Eisenacher, Nielsen Racing's Junge and Greg Myer to take second place.

"I really felt comfortable on the bike," Bemisderfer said. "I was comfortable and I felt at home with the pace. I just wish I had a few more laps."

Jay Johnson Racing's Eisenacher took third after he also got by Junge late in the race.

"We had a few problems earlier with the rear tire keeping air," Eisenacher said. "Jay Johnson fixed the bike and I was able to run down Junge."

Junge led the race at the beginning but spiraled backward.

"I have been having problems with the rear," Junge said. "We changed the spring and the tire, but neither seemed to remedy the problem."

Junge settled for fourth, with Greg Myer in fifth.

Emgo Valvoline rider Hayes really had his 1100cc Suzuki dialed in and it was apparent in the way he went after his teammate Grant Lopez. Lopez and Hayes went at it tooth and nail the whole way.

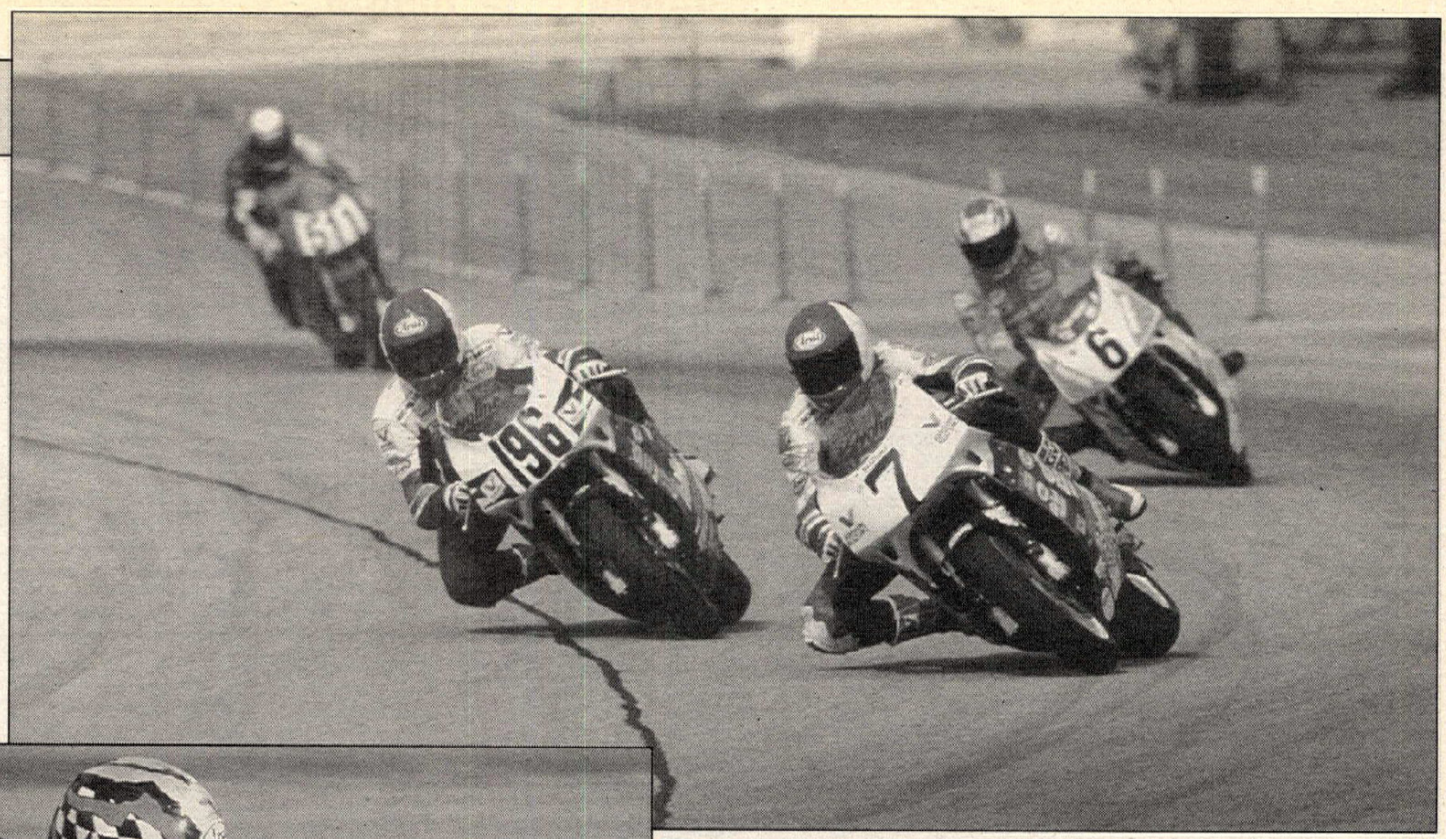
"It was great," Hayes said. "Grant is a great rider and we went back and forth. One lap I'd pass him and the next lap he'd dive under me in one. On the final lap, I drafted him and passed on the brakes under the bridge. It was really good racing."

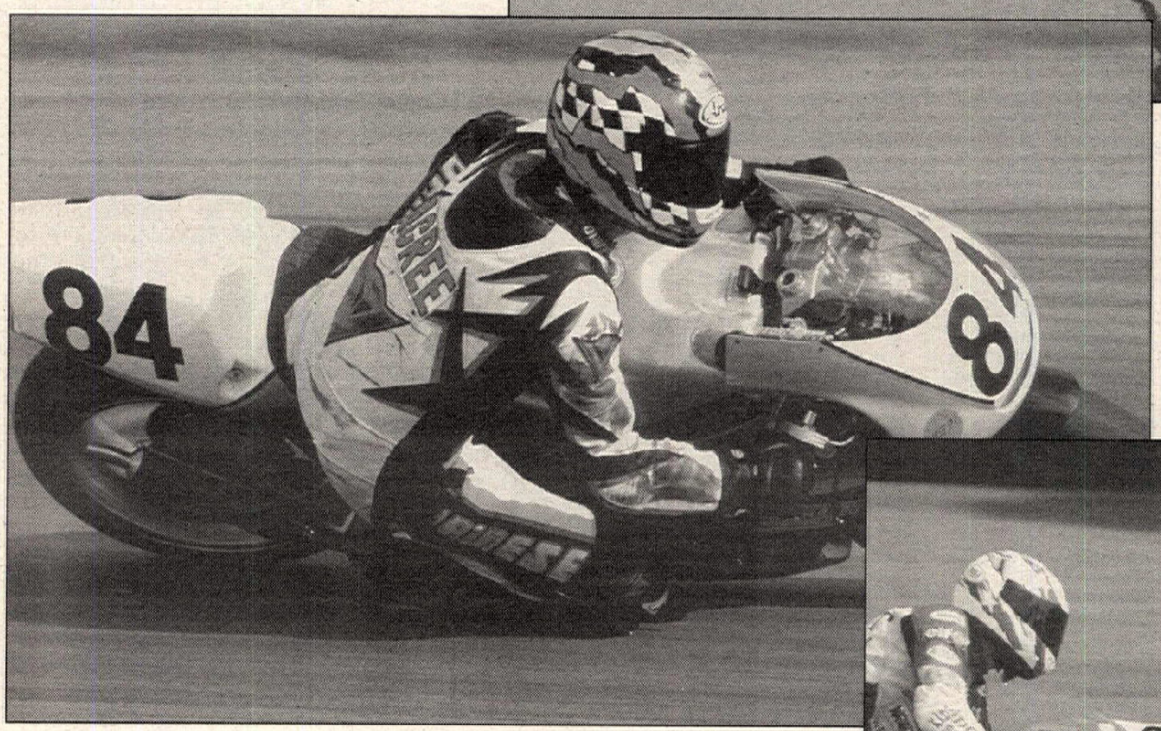
Lopez finished second, a wheel length behind Hayes.

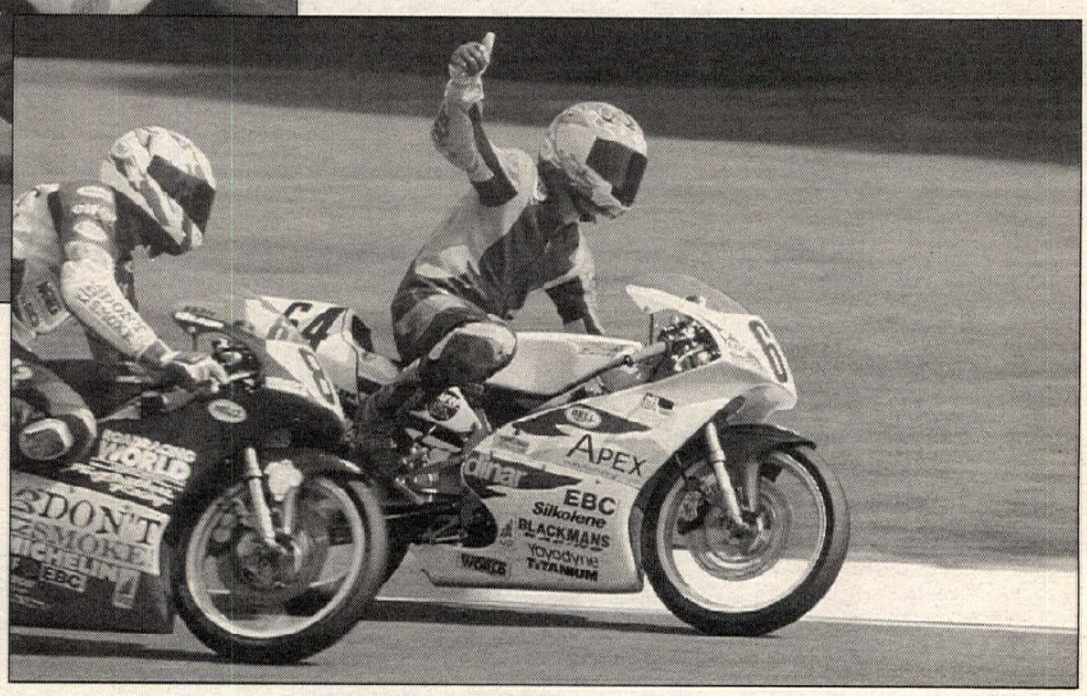
"Josh ran a great race," Lopez said. "I think his bike had a little more power, but he ran really well."

Gregg Leffler rode his 750cc Suzuki to third.

"The others had a little more power on me," Leffler said, "but I was able to stay with them in the corners. I'm happy with third."







(Above) Josh Hayes (7) leads teammate Grant Lopez (196), James Randolph (6) and Tim Bemisderfer (511). Lopez finished second to Hayes in 1100cc Superstock racing. Randolph had a solid weekend with a second place in the 1100cc Suzuki Cup final behind Hayes, with Bemisderfer taking the final podium spot in that race.
(Left) RS250 rider Lee Acree took the win in the Formula Two class, the first time a two-stroke has taken the victory all season.
(Below) Michael Himmelsbach (64) won the race and took the championship in the 125cc GP class. Chris Ulrich finished second.

Hooters rider James Randolph was just dialing his bike in for the Cup races and finished fourth.

"We're just checking out the bike," Randolph said. "We're making some adjustments, but tomorrow is a different story."

Luke Yarbrough finished fifth after losing a little finger in Texas.

For the first time this year, a two-stroke motorcycle won the Formula Two class. Arclight Racing's Joe Prussiano had clinched the championship and wasn't racing so he could concentrate on the Suzuki Cup races. RS250-mounted Lee Acree took advantage of Prussiano's absence to card the win.

Brian Lantz had to borrow a bike to race and Chad Bynum was nice enough to lend him one. On foreign equipment, Lantz lasted as long as he could, but Acree passed him and then two-stroke-mounted Derek King got by.

The two-stroke bikes really took to the track, and they quickly sped away from Lantz. Acree and King went back and forth, but Acree carried more speed and was first under the bridge as the pair headed down the hill to the final turn 12. Arcee got the edge on the drive to the line and sneaked under King to take the win, barely ahead. Lantz finished third. Hayes, who had tried unsuccessfully to catch Lantz on the last lap, finished fourth. Saylor finished fifth.

The battle in the 125cc GP class came down to the wire, with Himmelsbach and Chris Ulrich competing for first place. Himmelsbach took off and was untouchable.

"I'm happy to bring home the victory for Himmelsbach Racing," Himmelsbach said. "I can't thank my dad and family enough. This is just great."

Behind Chris Ulrich was his father, John Ulrich.

Tray Batey has dominated the Formula One class all year and continued to do so at the GNF. Batey won by a three-second margin over John Bolton. Grant Lopez, with his injured knee from the previous Suzuki Cup Race, took third. Lee Acree took fourth on his two-stroke Honda and Derek King rounded out the top five. CN

Road Atlanta
Braselton, Georgia
Results: October 11-12, 1997
(Round 10 of 10)

1100 S/STK EX: 1. Josh Hayes (Suz); 2. Grant Lopez (Suz); 3. Greg Leffler (Suz); 4. James Randolph (Suz); 5. Luke Yarbrough (Suz); 6. Scott Carpenter (Yam); 7. Tim Bemisderfer (Suz); 8. Scott Brown (Suz); 9. Brian Jones (Suz); 10. Norman Hammond (Suz).

750 S/STK EX: 1. Grant Lopez (Suz); 2. Tim Bemisderfer (Suz); 3. Billy Eisenacher (Suz); 4. Mark Junge (Suz); 5. Greg Myer (Suz); 6. Ryan Burke (Suz); 7. Scott Brown (Suz); 8. John Branch III (Suz); 9. Wade Buffington (Suz); 10. Shanon Ball (Suz).

600 S/STK EX: 1. Darryl Saylor (Suz); 2. Grant Lopez (Suz); 3. Mark Junge (Suz); 4. Josh Hayes (Suz); 5. Joseph Temperato (Hon); 6. Reuben Frankenfield (Suz); 7. Ty Howard (Kaw); 8. Billy Eisenacher (Yam); 9. Greg Myer (Suz); 10. Scott Brown (Kaw).

F-2 EX: 1. Lee Acree (Hon); 2. Derek King (Yam); 3. Brian Lantz (Kaw); 4. Josh Hayes (Suz); 5. Darryl Saylor (Suz); 6. Scott Brown (Kaw); 7. Joe Temperato (Hon); 8. Chris Normand (Suz); 9. Greg Myer (Suz); 10. Benjamin Walters Jr. (Yam).

F-1: 1. Tray Batey (Suz); 2. Jonathan Bolton (Suz); 3. Grant Lopez (Suz); 4. Lee Acree (Hon); 5. Derek King (Yam); 6. Bud Lawter (Suz); 7. Scott Carpenter (Yam); 8. Kelly Moody (Yam); 9. William Himmelsbach (Yam); 10. Wade Buffington (Suz).

125 GP: 1. Michael Himelsbach (Hon); 2. Chris Ulrich (Hon); 3. John Ulrich (Hon); 4. Doug Scronce (Hon); 5. Charles Eargle (Hon); 6. John Hjelm (Hon); 7. Larry Cohee (Yam); 8. Paul Hoyt Nelson (Hon); 9. William Harison (Hon); 10. Max McAllister (Hon).

600 PROD NOV: 1. Brian Stokes (Hon); 2. Scott Martin (Kaw); 3. Craig Working (Kaw); 4. Jason Trowbridge (Suz); 5. Jason Morse (Suz).

750 PROD NOV: 1. Curry Justice (Suz); 2. Eric Bingaman (Suz); 3. Brian Stokes (Hon); 4. Jamie Lane (Suz); 5. Scott Martin (Kaw).

Briefly...

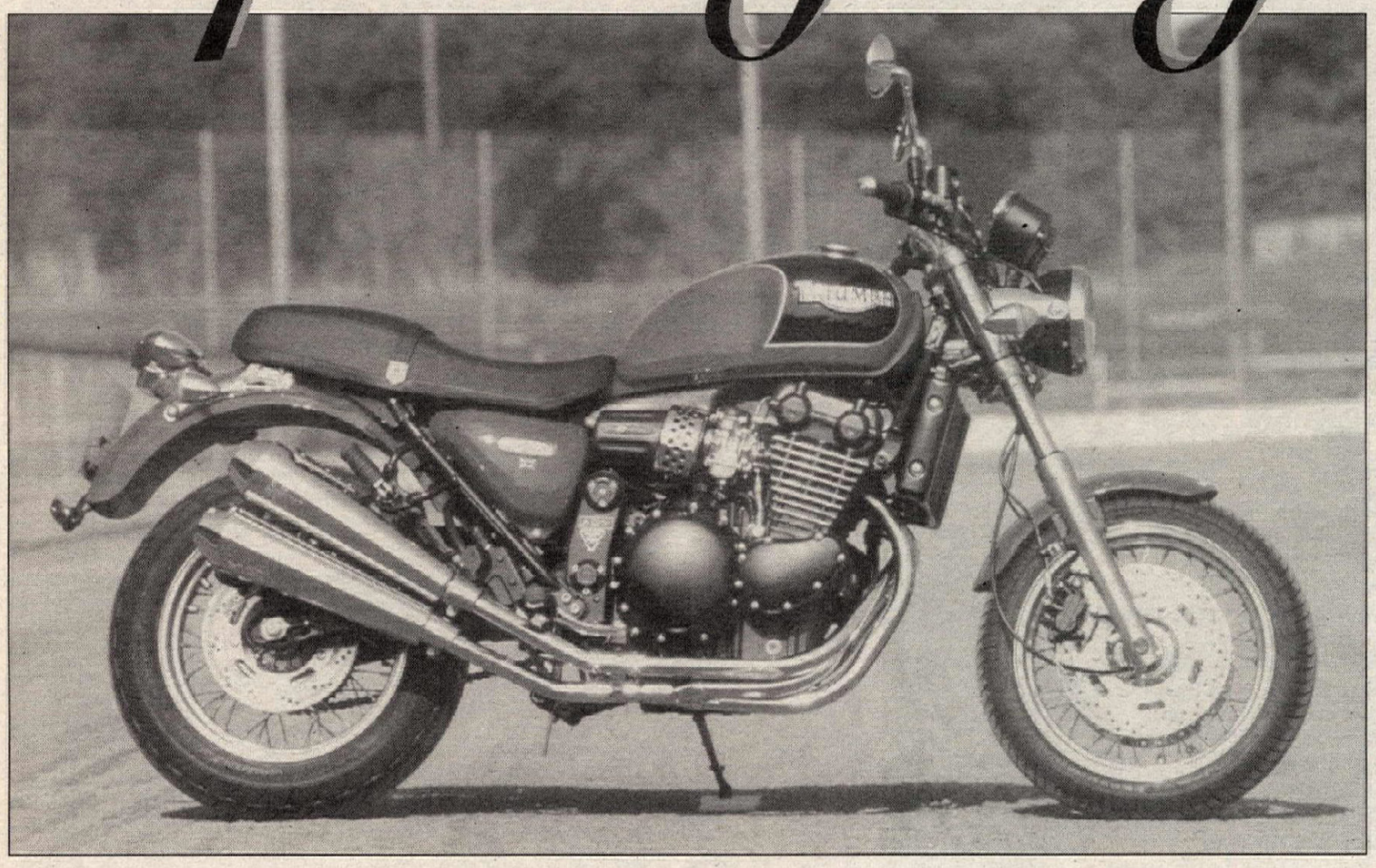
The 1997 **Suzuki Cup purse** paid $5000 to each winner in the 1100, 750, and 600cc classes. Second and third place paid $3000 and $2000, respectively. With his wins in the 600 and 750cc classes, Jason Pridmore took home $10,000 on the weekend. Tripp Nobles followed Pridmore home in both races to take $6000 in purse money, while Richard Alexander, third in both classes, earned a total of $4000. Josh Hayes got $5000 for his victory in the 1100cc class. Attendance for the weekend was 15,000 people.

Former 500cc World Champion **Kevin Schwantz** was at Road Atlanta, taking in the festivities. "We were in Charlotte, North Carolina, last week for my first Busch Grand National ride," Schwantz said. "I qualified ninth and finished 29th. I'm really happy to be racing cars in the United States and I will compete in the last two rounds. I came here to watch racing. I participated in the GNF in 1984 and it's great to come watch tomorrow's stars."

Gregg Blackwell, president of **Pirelli/Metzeler USA**, was on hand to introduce the new Pirelli MTRO 7 and 8. "This is the first year for Pirelli to participate in AMA Pro Racing," Blackwell said. "Doug Polen is on board for testing and development. Eddie Roberts was the race director in Europe and followed the Thunder Bike Series to assist with research and development. Roberts has come to the USA to help with the program. Furthermore, Richard Munson is also our new Metzeler race representative and has done a terrific job." Blackwell went on to say: "We really focused on developing a competitive DOT (tire) and have achieved that goal with the new staff. We have really stacked the deck as far as research and development are concerned, and the results are proven, with Polen winning an AMA round and other riders finishing in the top 10. The new MTRO 7 and 8 should take Pirelli to the next level. We also have just finished development of our new slick, so look for that in 1998, too. We are really looking forward to the 1998 season with the new compounds we developed all season."

David Hohman was recently assigned the position of **Michelin race director** and will oversee the company's U.S. race operations. Hohman and an East Coast Michelin tire representative were on hand to introduce the new Michelin TX25 Race 3. This new soft-compound DOT tire compliments the company's already-available hard-compound tire.

Sporting Stylebike



By Alan Cathcart
Photos by Kyoichi Nakamura

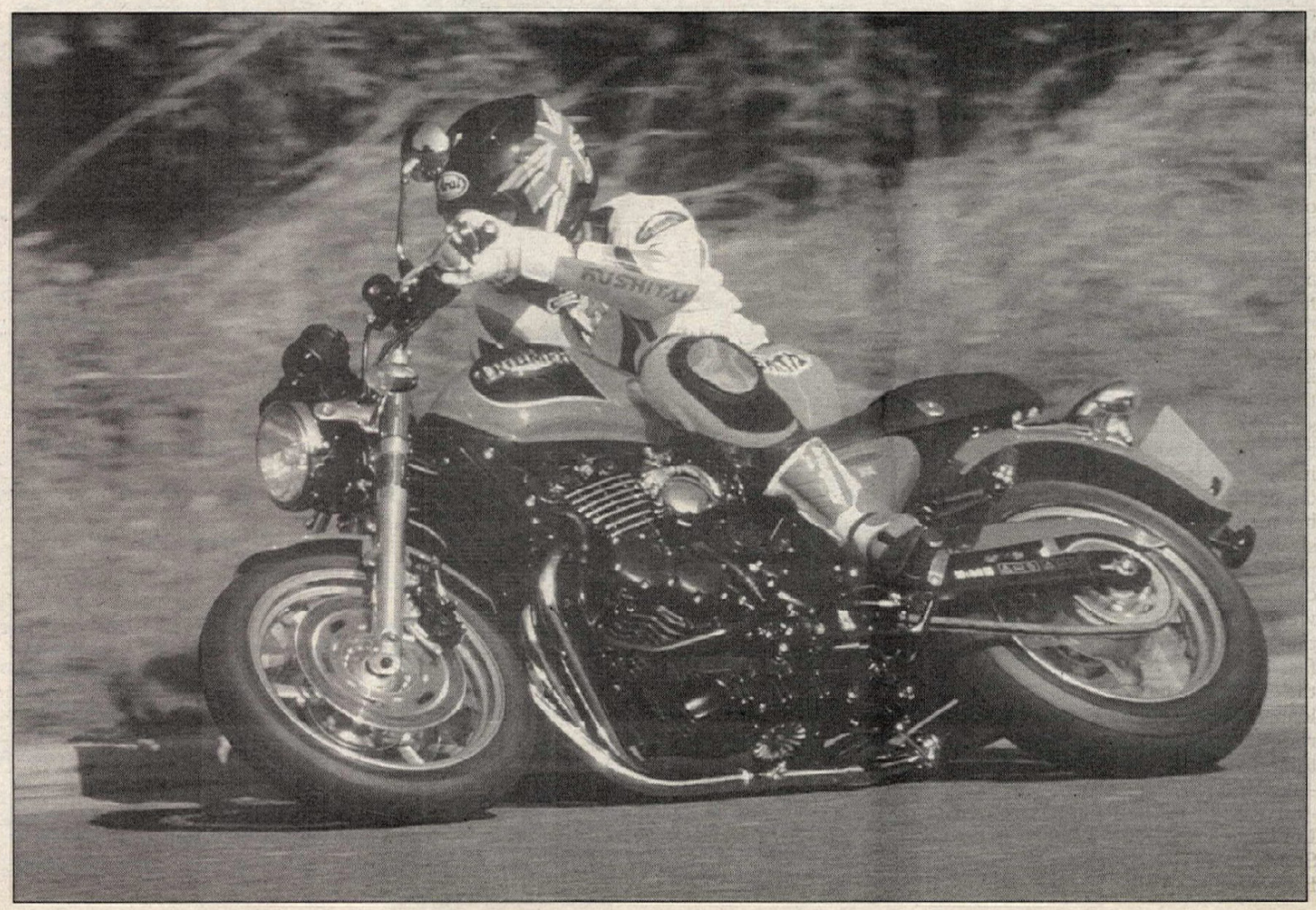
A solid business builds on its strengths, and with the best-selling T595 Daytona and T509 Speed Triple both hard acts to follow in terms of new product, Triumph - after its great corporate leap forward one year ago with the debut of these new-generation fuel-injected triples - has opted to focus once more on its original carbureted three-cylinder range.

Hence the debut at the Milan Show of just a single new model for 1998, the latest variant on the Thunderbird theme first launched three years ago with the original '50s-style T-Bird retro-cruiser, then joined a year later by the '60s-flavor Adventurer stylebike. This time around, though, the newest member of Triumph's style council is a cruiser with attitude: the Thunderbird Sport.

Available in two colors - red or yellow, both combined with black - the Sport yet again bears testimony to the ability of Triumph's styling team to so successfully overlay a freshly engineered new product with a host of reference points from the marque's historic past. Just as on the original T-Bird and the later Adventurer - both of which continue in production - the Sport contains a host of design motifs aimed at jogging the memory cells. Those cues range from major ingredients such as the reverse-cone twin-megaphone exhaust system or perforated-chrome air-filter covers on the carbs to details like the trad-style rear number-plate light, single round headlamp, black-faced (and very easy to read) instruments, conical-body turn signals, round master cylinders for clutch and front-brake operation, the rather incongruous-sounding but stylistically sharp-looking horn, or the Triumph motif embossed on the back of the seat. However, unlike the previous pair of participants in Triumph's march down memory lane, the Sport's styling isn't so much nostalgia-led as race track-derived - specifically aimed toward conjuring up reminiscences of U.S. half mile or mile oval dirt track racing from anytime until about 15 years ago, when Triumph twins stopped taking part. Yup, this is a triple that thinks it's a twin - stylewise, at least. Mind you, the noise from those two dirt track-derived silencers sounds more like a "twiple" than a triple at times. Split personality?

In a way, that term applies to the whole concept of the bike, which is effectively a sort of contradiction in terms. The name says it all: Thunderbird Sport. In fact, this is a performance street rod derived from a retro-cruiser that really represents Triumph's answer to the Ducati Monster. While retaining the original T-Bird's cruiser version of Triumph's trademark spine frame, complete with bolted-on rear subframe lowering the rear end around 30mm, the Sport has been given improved dynamics via uprated suspension and other hardware. It also affords almost 20 percent more power from the Thunderbird's detuned 885cc three-cylinder engine, a little extra torque, and one more ratio in the gearbox. So, thanks to modified cam profiles and altered ignition timing, as well as the sportier

(Above) Owing its styling cues to its predecessors, which once ruled the American dirt track racing scene, the 1998 Triumph Thunderbird Sport is the first model in the T-Bird line to feature a sporting bent.
(Below) Although you can forget about taking the Thunderbird Sport to the road races, it is an agile handler nonetheless, making it an appealing mount for the cruiser enthusiast in search of a back-country canyon scrambler.



exhaust system, Triumph has boosted the original T-Bird's 69 bhp at 8000 rpm to the Sport's 82 bhp at 8500 rpm, while maintaining the same trio of 36mm Keihin flatslide CV carbs and lower 10:1 compression ratio. Maximum torque is also increased from 53 ft.-lb. at 4800 rpm to the new model's 56 ft.-lb., delivered much higher up the rev band at 6500 rpm. Together with the "missing" sixth-gear ratio restored on the Sport as compared to the Thunderbird (and Adventurer's) five-speed gearbox, the result is improved performance all through the rev range, as well as more top-end power and extra zest in the gears.

However, it's worth reflecting that the 82-bhp "Sport" still only represents a halfway house between the 69 bhp Thunderbird and 97 bhp Trophy/Sprint/Trident 900cc carb-triples: What it is is a sportier version of the retro-cruiser, not a mile-eating three-cylinder performance bike in its own right. As such, I have to say I think Triumph made a mistake calling it what they did: the Sport isn't really so much anything of the kind, but a triumph (ouch) of style over function, making a monicker like Ascot or Indy to reflect its U.S. dirt-heritage styling more appropriate.

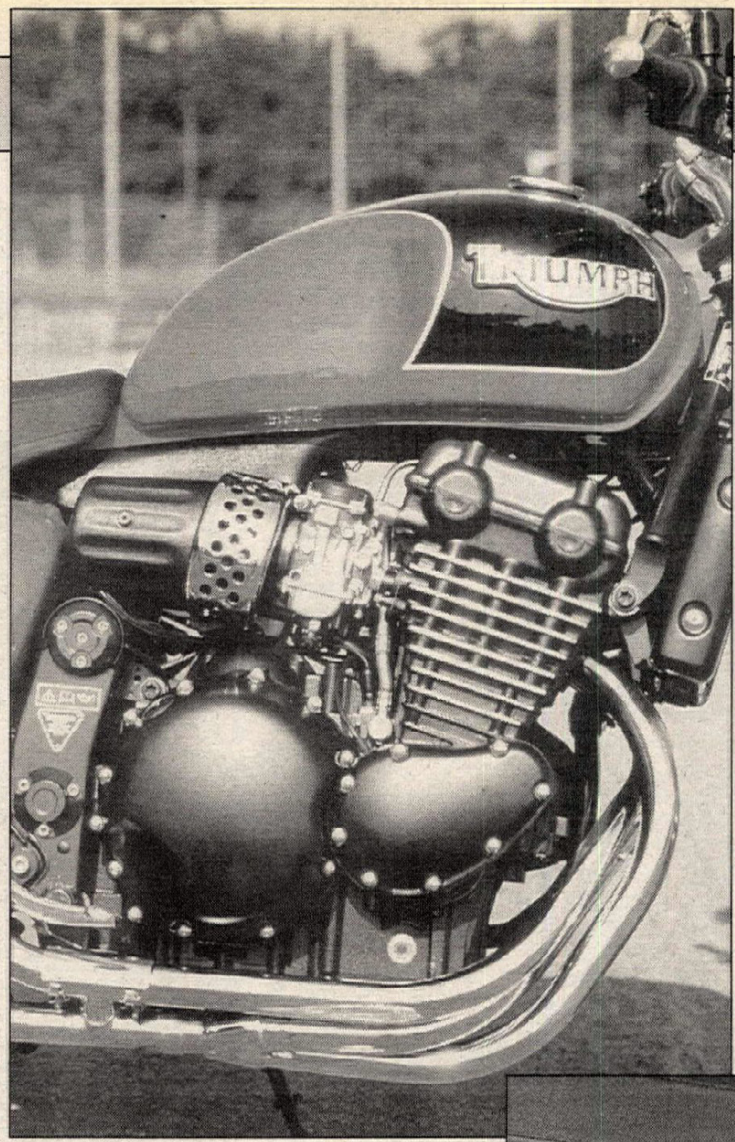
However, once any false expectations have been cleared up, the Sport delivers what Triumph's target market for it almost certainly expects, which is a great-looking bike with sporting styling references. It oozes personality and has serious street cred in the right quarters.

If they remade "Shampoo" today, 22 years on, but with Warren Beatty as the movie's producer instead of acting the part of the street-wise Hollywood stud who rode his Bonneville from one torrid date to another, the Thunderbird Sport is the bike his modern-day counterpart would do it on. For a start, it looks good even before you hop aboard - but when you do, you realize Triumph styling supremo John Mockett and his team have gone all the way with the half-mile dirt-oval theme.

The riding position is quite different from any previous Triumph, with a raised, one-piece flat handlebar bolted to the upper triple clamp that even a 6-footer has to reach a long way forward for. It delivers a very upright riding posture that isn't, however, at all tiring at lower speeds, even with your back straight and your arms at full stretch. The grips aren't pulled back as on the original T-Bird or Adventurer, so the stance isn't very relaxing, but it's comfy enough - just different: There isn't another bike in the marketplace which feels like this to ride.

You do however, feel positioned quite far forward, dirt-style, which indeed you are - and that's even without the 30mm-longer black-painted alloy swingarm now fitted to bring the wheelbase up to a stretched-out 1580mm (62.2 inches, no less); perhaps too far forward, depending on how long your legs are - because the shape of the seat and the straight bars meant my right knee kept making friends with the back of the cylinder head. No big deal if you're wearing leathers - but I have to admit that, except when I was celebrating the fact that Mr. Kushitani's latest suit has the exact same color scheme as my Sport loaner bike, most of the rest of the time I rode the bike just like most of its customers will - in jeans and a leather jacket - and then it became a nuisance.

To avoid broiled knee wrapped in Levi en croute, you need to ride the Sport like a Harley, with your right knee hanging out in the wind - except that on the Triumph there's no carb to clear, only an engine that's so heavily offset to one side and a riding position so far forward, you can't really avoid it unless you do. Test-ride this bike before buying to see if your inside leg measurement becomes a factor in the pleasure of straddling it.



(Left) The 82-bph, 885cc in-line triple housed in the Thunderbird Sport represents a marked power improvement over the 67-bhp Thunderbird, placing the Sport somewhere in the middle of the road when compared to the more fire-breathing 90-bhp+ triples found in the Trophy/Sprint/Trident models. The tranny is a six-speeder.

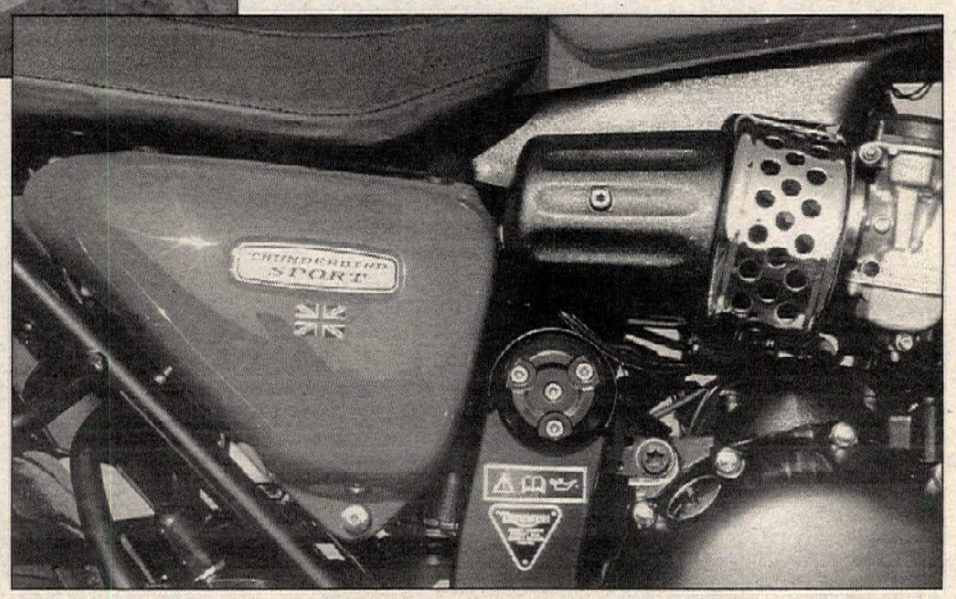
Triumphs are usually so closely detailed, this might be an aberration... except there's more. Though the engine is tuned slightly higher, it's still just as smooth and flexible low down as the low-power T-Bird's, pulling cleanly away in top gear from 1500 rpm upward without a snatch, and superbly responsive at any revs. Riding around town is nice, because the light-action clutch (with adjustable lever, like the front brake's) picks up very smoothly and there's torquey power on tap, delivered whenever you need it to the evocative muted howl of the best-sounding bike engine in current production. Plus, the flat bars still have good leverage for tight turns.

But accelerating under load from 3000 to 3700 rpm, there's some momentary vibration through the footrests that's gone almost as soon as you notice it - call it character rather than a chore, and put it down to either cam profiles starting to work or exhaust-tuning to pass the noise test. It's not a flat spot (because the bike keeps accelerating well enough) just a minor dose of vibes that you do encounter quite frequently - 2500 to 5000 rpm is the rev range you use most heavily in the urban conditions at which the Sport is aimed.

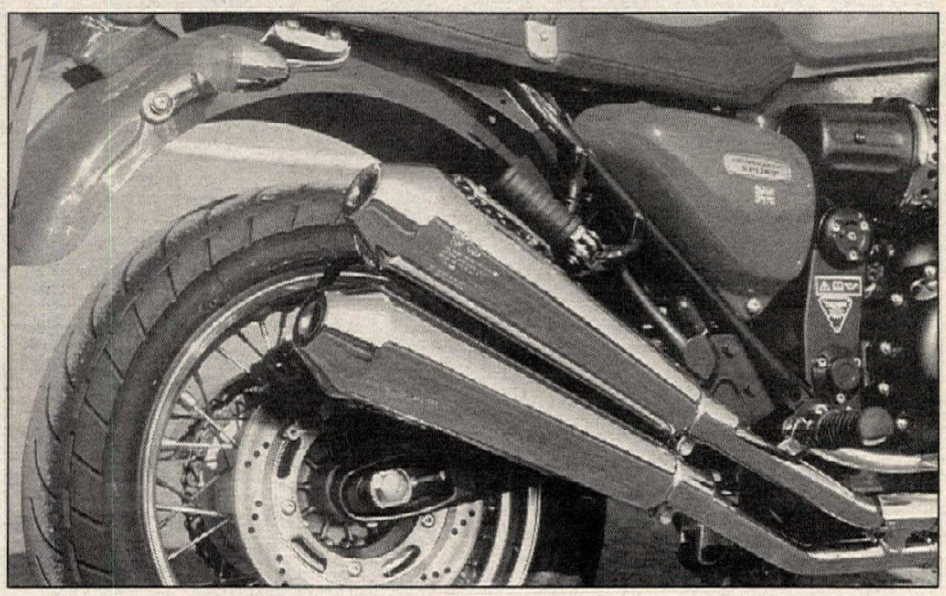
Less easy to overlook is the more intrusive vibration that starts at just over 5000 rpm and persists through the footrests all the way to the 8500-rpm redline - it's a definite buzz that I can't remember feeling on any other modern Triumph triple, but for sure it's there. Hmmm. Now, of course, chances are most Sport customers won't run the bike that hard, because if you shift up at five grand in the gears, you'll still get adequate performance, and riding the bike any faster than the 75 mph (120 kph on the kilometer-speedoed test bike) represented by that five-grand threshold entails risking rigor mortis in your forearms as you struggle to counter the fierce wind blast delivered by the upright riding position and high bars. This is a boulevard bike built for cruising the canyons rather than fighting the freeways - but go with the flow on the San Diego Freeway or Paris Peripherique outside rush hour, and be prepared for some tingles in the toes.

On the other hand, this is a triple that thinks it's a twin, so maybe it's all part of the deal. However, on the plus side, Triumph has seriously improved the Sport's gearbox, which has a lighter, crisper change than any carbie Hinckley bike I ever rode before, and it isn't nearly so notchy and heavy-feeling as previous ones I've been whining about ever since John Bloor brought the marque back from the dead seven years ago. I also like the fact you can adjust the gear-lever position very finely via the adjustable threads in the gear-shift linkage that's worthy of a race bike - as is the gearbox itself; and I never thought I'd be saying that about a carbureted Triumph....

In fact, there's encouraging improvement on many aspects of the Sport's specifications, underlining that Triumph does take on board what its customers tell it, and then acts on it. The readability of the instruments, for example, is beyond reproach - or even more markedly, the strip of idiot lights sitting between them, which for the first time since they were introduced on the Speed Triple five years ago can be seen clearly even in bright sunshine. The fuel tap is easy to operate when you hit reserve on the 5.5-gallon fuel tank after exactly 125 miles, giving you access to another gallon of gas, while the side-stand is easy to operate when seated on the bike, and isn't suicidally spring-loaded - Italian manufacturers, especially Ducati and Guzzi, please note! There's no centerstand included, though, only as an option in the whole range of mainly cosmetic goodies Tri-



You don't have to go far to catch the dirt track-bred styling features. "External" air cleaners and giant reverse megaphone mufflers were all the rage from the late '60s on up to 1970, when Triumph claimed three AMA Grand National titles in four years.



umph has developed for the bike in an extensive aftermarket catalog.

I think some of these, though, should be included on the bike as standard - especially the passenger grab rail: All four of the passengers I carried on the bike complained there was nowhere to hold on to - except moi! (It's a sociable stylebike.) Also, the footrests were too high - an inevitable function of the twin-exhaust styling, I guess. But incorporating some grab handles in the rear mudguard brackets surely should have been possible as standard - though the trio of optional handlebar screens (two clear Perspex, one a color-coordinated headlamp cowl) are better left as an option, allowing each rider to decide what he or she wants to deflect the air blast with, especially if it helps hold down the base price of the bike, which is sold in the UK home market for the same price tag as the base Thunderbird. While shopping for options, you might consider the lower-handlebar kit Triumph is offering for the Sport: It will not only make some sense out of the Sport tag, but, coupled with the optional passenger-seat cowl giving the illusion of a single-seat sportbike, it makes the Sport look - well, sportier, as well as presumably more suited to ride at speed.

The 130-mph top speed Triumph claims for the bike is effectively hypothetical, because you'd have a hard time hanging on to the bars at that speed in stock form. However, Triumph has already considerably improved the Sport's specs against the original T-Bird by adding a second 310mm Nissin stainless-steel front disc, giving not only improved stopping power (and it works very well in the rain, too, with lots of bite and feel) but also an enhanced margin of safety, especially with the extra grip obtained via the added front-end weight bias obtained with the longer swingarm. The base T-Bird's single front disc is marginal, with a passenger and 494-pound dry weight of motorcycle - the Sport scales little more than 8.5 pounds more, thanks to its second disc/caliper and heavier exhaust system. This is tucked in reasonably well, but even without pretending to be Carl Fogarty, it's quite easy to scrape the outer of the three downpipes, which in fact belongs to the middle cylinder. The two outer ones conjoin to make the twiple's second megaphone.

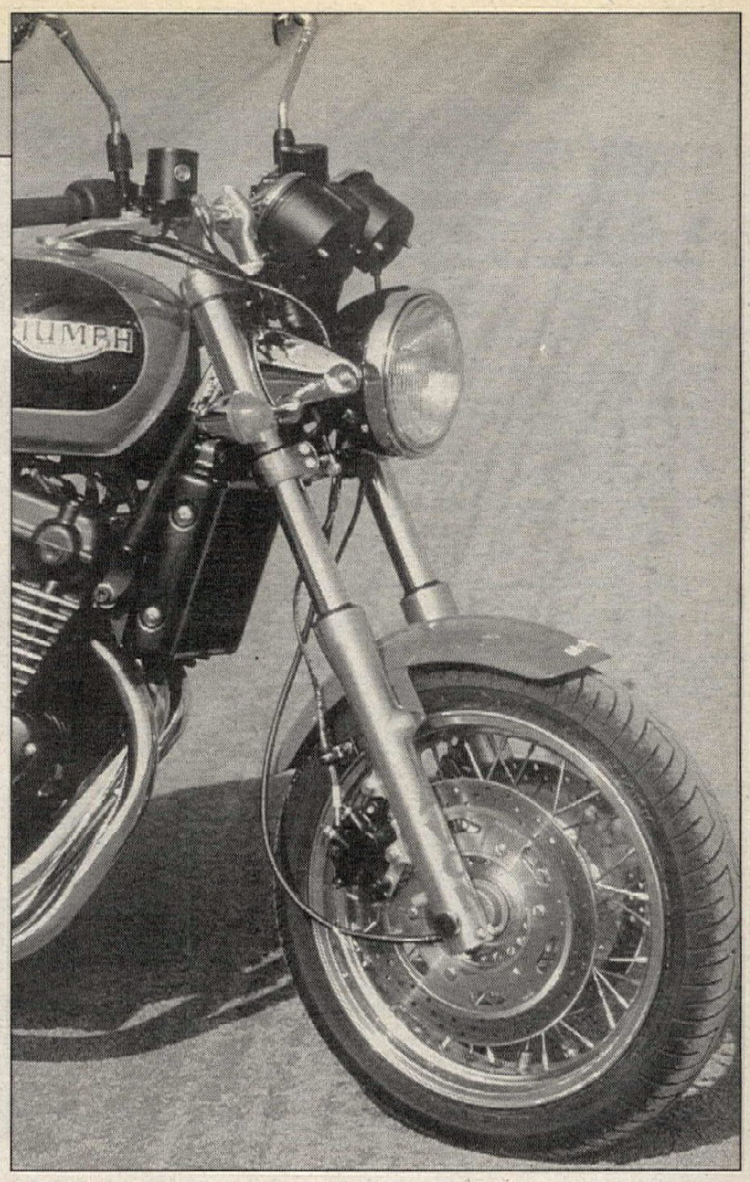
Before that, though, the U.S. dirt track-style flip-up footrests will have grounded out, thanks to the excellent grip from the 17-inch Avon radial rubber fitted as original equipment. The rear, a 160/70 AV281 with a round profile and high aspect ratio, suits the Triumph's handling very well, especially changing direction from side to side in sweeping turns, where the long wheelbase gives good stability even when you hit some bumps cranked over. On the Thunderbird, this might have been an invitation for a fit of the shakes, especially with the non-adjustable, very stiffly sprung rear shock fitted as standard in pursuit of U.S. riding tastes.

But on the Sport, Triumph has addressed this problem from the standpoint of everyone else by finally fitting front and rear Kayaba suspension on the sporting stylebike, fully adjustable at both ends for compression and rebound damping and spring preload: There's also longer wheel travel as well than on the T-Bird. Coupled with the wider 3.5-inch/4.25-inch Akront alloy rims for the 36-spoke front/40-spoke rear wire wheels, the result is not only improved handling and grip for the Sport - though ground clearance is an ever-present problem once you start riding the bike hard on those grippy tyres - but also superior ride quality, provided you take the time to dial in the rear shock by raising the seat and accessing the remote adjusters: Standard settings are still very stiff and give a choppy ride over freeway joints and broken road surfaces.

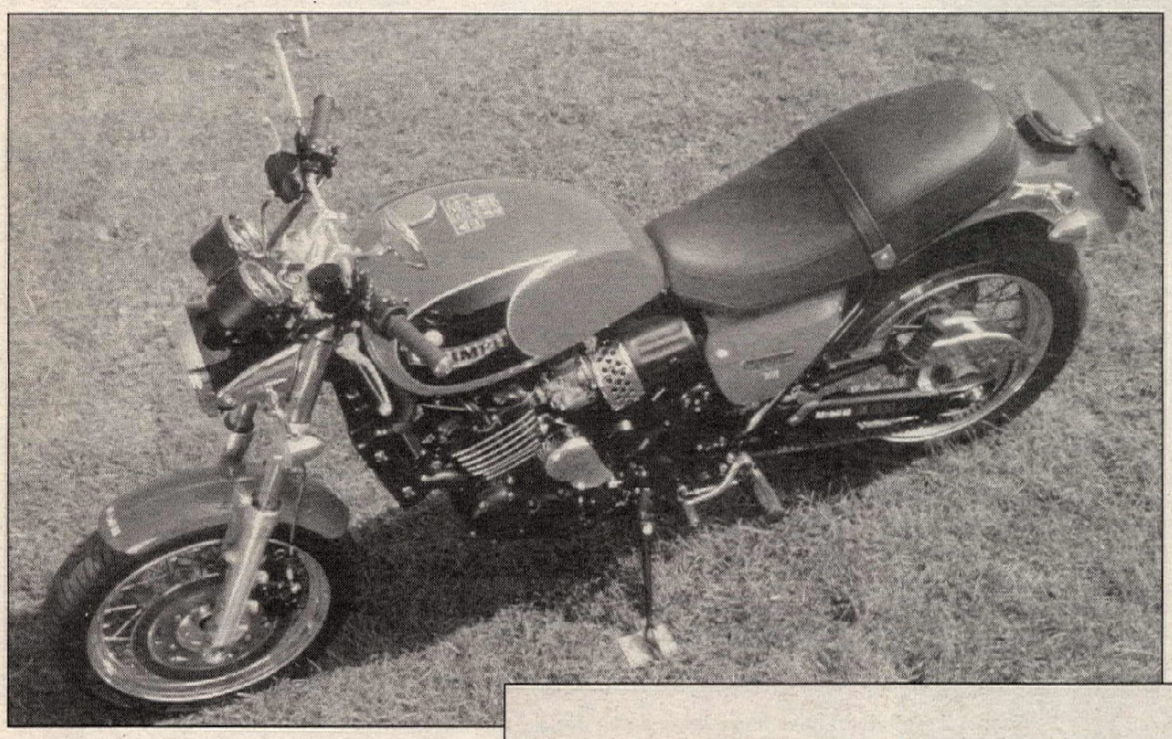
Still, this is a big improvement - which, considering the two bikes cost the same, also makes the Sport a much better value for the money than the Thunderbird.

However, at the end of the day, the customers who buy the Sport will mainly only be interested in "the look," not so much in the fact that this Thunderbird is Go! This is a stylebike with added zest, not a street-fighting, naked sportbike like the 106-bhp T509 Speed Triple, which, apart from offering greater technical sophistication and costing only a little more at $8799 in Britain, also has a higher level of engine performance compared to the Sport. But the new fuel-injected Triumph also has a very different visual personality than the Thunderbird Sport - today's look, not yesterday once more. Evidently, Triumph's aim is to cover all the bases.

Sporting triples? Triumph's got themem, any way you like.... CN



(Right) Up front, a 3.5 x 17-inch spoked wheel carries dual 310mm discs to handle stopping duties. The 43mm conventional forks are adjustable for both compression and rebound damping, as well as spring preload. (Below) Overhead shot further confirms the styling route. Call this Triumph's version of a "Heritage."



(Below) With the overtones at work here, European Editor Cathcart could not resist posing for this shot of Triumph's Thunderbird Sport at Coventry Stadium in England. A dirt tracker it ain't, but maybe someday...

Triumph Thunderbird Sport

Specifications

Engine .Liquid-cooled DOHC in-line triple with four valves per cylinder
Bore x stroke .....78 x 65mm
Displacement 885cc
Output .....82 bhp @ 8500 rpm
Compression Ratio 10:1
Fuel system .....3 x 36mm flatside CV carburetors
Ignition system .Digitial - inductive-type
Gearbox .....six-speed
Clutch .....Wet, multi-plate
Frame ...Micro-alloyed high-tensile steel
Suspension
Front .....43mm forks with triple-rate springs adjustable for compression, rebound damping, and spring preload
Rear .....Monoshock adjustable for compression, rebound damping and spring preload
Rake/trail
Wheelbase .....62.2 inches
Dry weight .....494 pounds
Fuel capacity .....5.5 gal.
Brakes
Front .....Dual 310mm disc
Rear .....285mm disc
Wheels/tires
Front .....120/70 R17 on 3.50-inch-wide alloy 36-spoke rim
Rear ...160/70 R17 on 4.25-inch-wide alloy 40-spoke rim
Colors ...Racing Yellow and Jet Black or Tornado Red and Jet Black
Retail price $8799

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Mike Hailwood – 1961
250 World GP Champion

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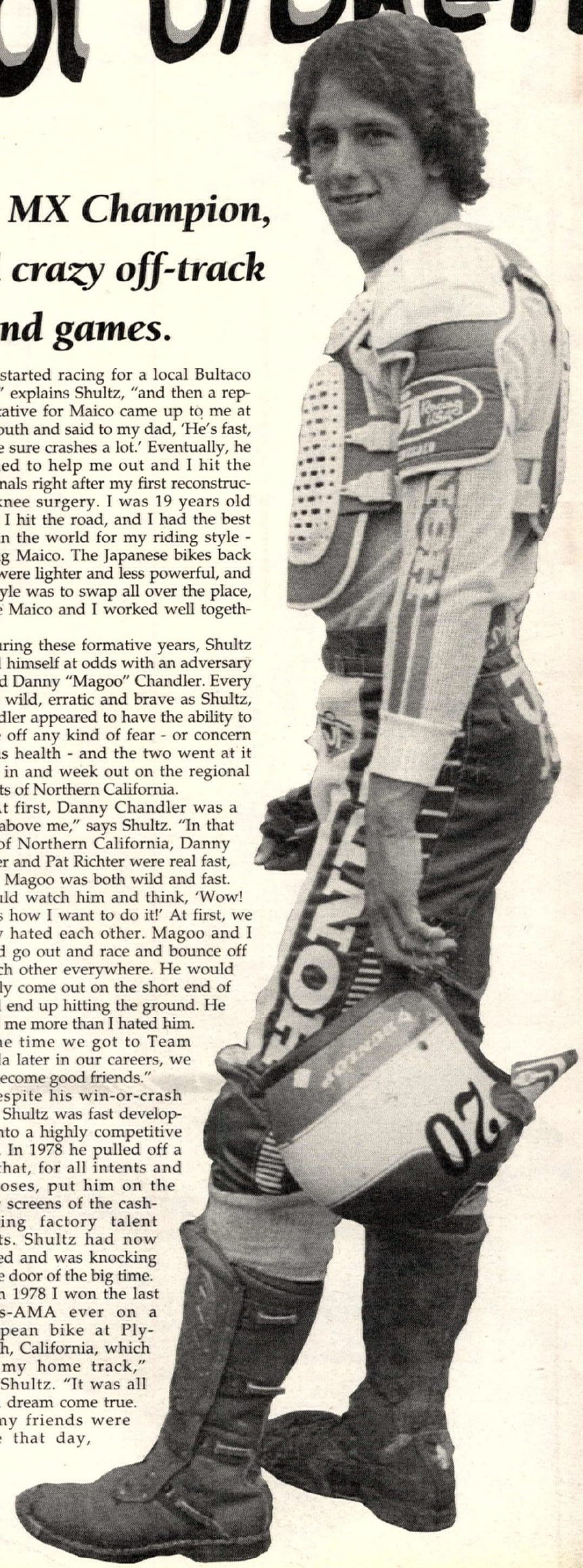
Bent, but not broken



Darrell Shultz, the 1982 500cc National MX Champion, is renowned for his notorious wild and crazy off-track lifestyle, yet not all of it was fun and games.

By Eric Johnson

"At the hospital, the doctor told me that I had a punctured lung," explains Darrell Shultz. "So I tell him, 'I have to race this Sunday. Can you fix it?' He just looked at me very strangely, laughed, and said, 'No, you're going to be in the hospital for 10 days. We're going to have to put a steel tube in your lung to inflate it.'"

It was the summer of 1982 and Darrell Shultz was holding down a tenuous points lead, deep in the throes of a highly competitive battle for the AMA 500cc National Championship. He was also a physical wreck. Despite knees battered beyond repair, and a collapsed lung to boot, Shultz was not about to walk away from his chance at an AMA number-one plate - he had come way too far to throw in the towel now. The doctor was just going to have to make things happen.

To this day, many motocross insiders consider "Dangerous" Darrell Shultz to be one of the bravest racers in the history of the sport. Some have even gone so far as to call him "the last of the wild men." Riding, at times, like a caveman, destroying his body with crazy "go for broke and hope the health insurance is paid off" moves, and bouncing off anything on the track that wasn't nailed down (and some things that *were* nailed down, as well), Shultz embodied everything American motocross fans loved: big jumps, big speed and - many times - big crashes.

Furthermore, along with all that, Shultz was renowned for his notorious wild and crazy off-track lifestyle. Considered by many of his peers to be a world-class rent-a-car pilot, Shultz, through his e-brake, four-wheel-drift actions, managed to find himself in trouble with his bosses, the rental-car companies, and the law-enforcement agencies of America on more than one occasion. But we'll get to that later. That said, Shultz was really no different than most of the racers during that era of American motocross. The sport, still in its dark ages to a certain degree, was beginning to take a firm hold on the nation, and Shultz - and his comrades - were along for the tempestuous ride.

"I think we were a lot more crazy back then," Shultz reflects from his home in Northern California. "We pushed everything to the max. These days, the riders are very professional and there's a lot of money involved."

To get a read on Darrell Shultz and his unique place in American motocross history, one must go right back to the very beginning - back to the days in Northern California where a fledgling (and very competitive) racing scene had developed - a scene the young Darrell Shultz very much wanted to be a part of.

"I was born in West Point, New York," says Shultz. "My dad was based there while in the army. I grew up in Orangeville, California, which is right outside of Sacramento and is the very same place Steve Lamson is from.

"My dad was an amateur racer and got up to the expert level, but he started hitting the ground a lot and that was it. He was a sheet-metal worker and told me that as soon as I could buy a truck and a bike, I could begin racing. That was kind of the deal: Go to school and get a job and you can race. So I accomplished all of that and started racing at age 16. I never raced in the mini class.

"My first race was at Prairie City and, of course, I did terrible. I was riding this big tuna-boat CZ. Soon after that, I began riding a 125 and rode the Novice class for about four months. I raced the Intermediate class for a month, then moved right into the Expert class. I was quick right away and was just balls-out the entire time. I'd crash five times in a moto and wouldn't even think about it. In fact, throughout my entire career, my riding style never really improved, and until the very end, I never really thought that slowing down might make me a little faster. Actually, late in my career, Goat Breker, who had seen firsthand all of the crazy things I had done, said, 'Darrell, you have to be more careful, because you're going to end up paralyzing yourself.' It was from that point that I actually tried to slow down a little bit and listen to people. I was tired of getting hurt all of the time.

> ***"I think we were a lot more crazy back then. We pushed everything to the max."***

"My dad didn't quite know what to do with me back then. I remember him saying, 'You're going to die riding like that.' I had the classic idiot attitude and refused to show anybody any respect. I despised everybody I raced against, and it cost me a lot of time and a lot of championships."

Although Shultz had certainly developed a reputation as a lunatic racer, his raw speed and impressive local results in the Northern California race scene caught the eye of a few regional distributor representatives, and he began to procure much-needed support for his ambitious - and long-term - racing program.

"I started racing for a local Bultaco shop," explains Shultz, "and then a representative for Maico came up to me at Plymouth and said to my dad, 'He's fast, but he sure crashes a lot.' Eventually, he decided to help me out and I hit the Nationals right after my first reconstructive knee surgery. I was 19 years old when I hit the road, and I had the best bike in the world for my riding style - the big Maico. The Japanese bikes back then were lighter and less powerful, and my style was to swap all over the place, so the Maico and I worked well together."

During these formative years, Shultz found himself at odds with an adversary named Danny "Magoo" Chandler. Every bit as wild, erratic and brave as Shultz, Chandler appeared to have the ability to shake off any kind of fear - or concern for his health - and the two went at it week in and week out on the regional circuits of Northern California.

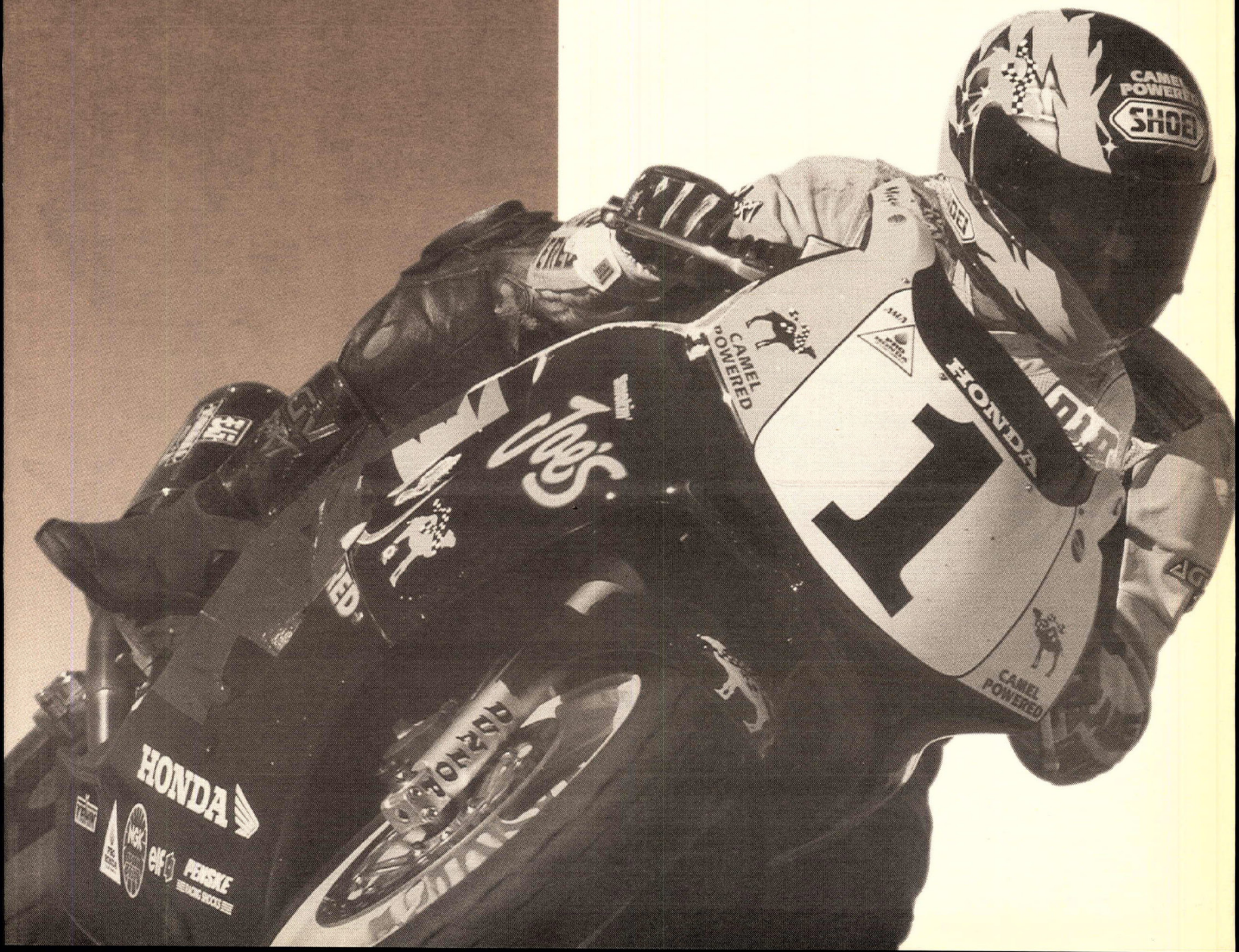
"At first, Danny Chandler was a class above me," says Shultz. "In that part of Northern California, Danny Turner and Pat Richter were real fast, while Magoo was both wild and fast. I would watch him and think, 'Wow! That's how I want to do it!' At first, we really hated each other. Magoo and I would go out and race and bounce off of each other everywhere. He would usually come out on the short end of it and end up hitting the ground. He hated me more than I hated him. By the time we got to Team Honda later in our careers, we had become good friends."

Despite his win-or-crash style, Shultz was fast developing into a highly competitive racer. In 1978 he pulled off a win that, for all intents and purposes, put him on the radar screens of the cash-flashing factory talent scouts. Shultz had now arrived and was knocking on the door of the big time.

"In 1978 I won the last Trans-AMA ever on a European bike at Plymouth, California, which was my home track," says Shultz. "It was all like a dream come true. All my friends were there that day,

MIGUEL DUHAMEL CAPTURES HONDA'S SIXTH AMA 600 SUPERSPORT CHAMPIONSHIP ON HIS CBR600F3.

It was a hard-fought battle, but at the last race of the year in Las Vegas, Miguel Duhamel rode his Honda CBR®600F3 to victory in the 1997 600cc Supersport Series. It gave him his third consecutive championship and the sixth for Honda. And Duhamel wasn't the only Honda champion in Vegas this year. Andrew Stroud had already locked up the 1997 Formula Xtreme title a race before. But he decided to go for a victory lap by riding his CBR900RR to a scorching win in the final event of the season. The wind in the desert may be fast and hot, but it's nothing compared to Miguel Duhamel, Andrew Stroud and Honda.



hanging over the fence cheering, and I eventually had to dodge the beer cans they were throwing out onto the track in my support whenever I rode by. It all gave me goose bumps. The Maico was the best motorcycle there that day. The Maico was just legendary on slick, hard tracks, and the bike was just unbelievable that day."

Soon thereafter, the factory team managers - with contracts and pens in hand - began lurking around in the shadows surrounding his box van. Team Suzuki conjured up the best offer, and Darrell Shultz was now one of the elite - one of the factory contingent.

"Mark Blackwell hired me to ride for Team Suzuki, and I figured, 'Anything that I do now is just icing on the cake,'" admits Shultz. "I knew that I had made it. My first year on Maico, I respected all of the riders. But when I went to Suzuki, I started to hate everybody. My dad was my mechanic at Maico and at Suzuki, and it all worked out great. He loved me and pushed me hard to race - not like Chris Haines later at Team Honda. That guy was a slave driver." Shultz laughs.

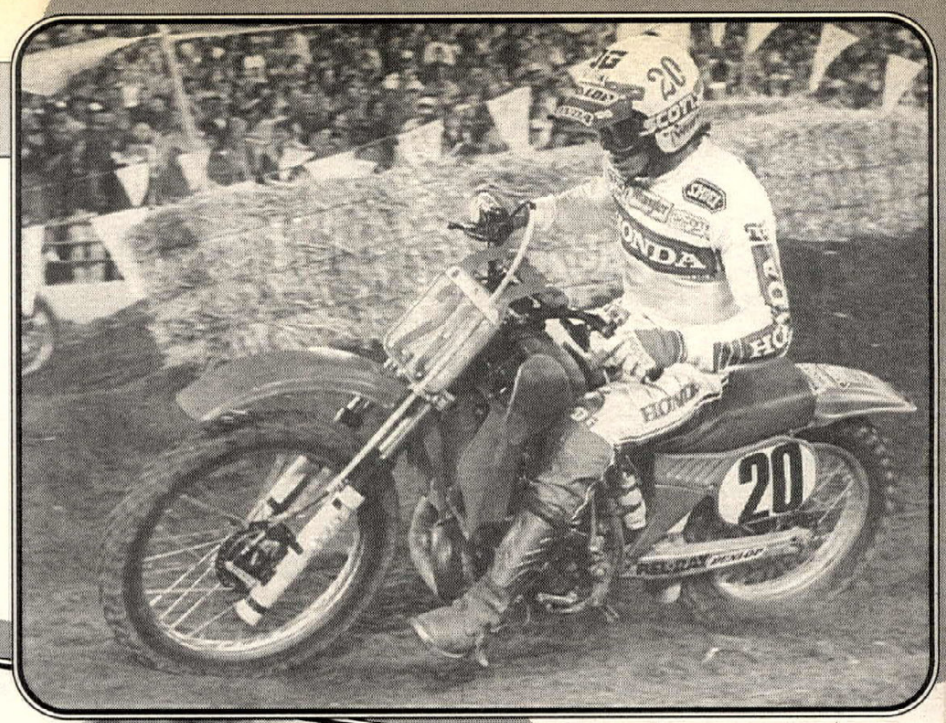
Although he was now a member of the corporate elite, it would take Shultz two years to calm down - as much as Shultz *could* calm down - and find his winning form. In 1979, the new recruit finished out the season seventh in the AMA 500cc point standings, while in 1980, he placed a distant fifth in points to class champion (and teammate) Kent Howerton. However, in the early spring of 1981, Shultz caught fire and began his winning ways.

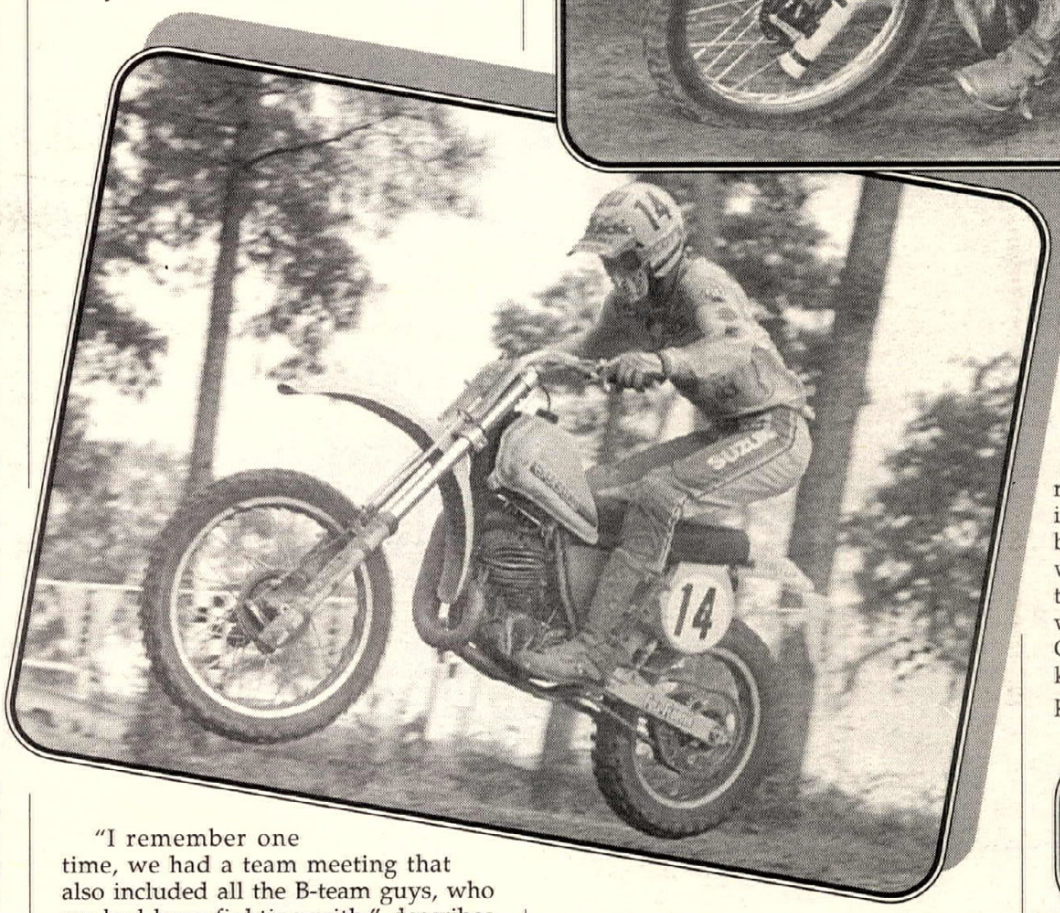
"Suzuki was great. I remember the year we started winning - our bikes were rocket ships. My first two years on the team were a lot of leading and crashing out. I remember being in the hospital a lot. In fact, I rode most of the second year with a broken wrist. In 1981, though, I won both nights at the Seattle Supercross and the Dayton Supercross. I also led a moto at the Carlsbad 500cc U.S. GP, but I got heat exhaustion and crashed into the crowd. I felt it coming on while I was leading the race, but I knew I was going to win or pass out trying. I ended up (going) through the fence and into a lawn chair. (The crash was caught on tape during ABC's "Wide World of Sports" coverage.) I was a big trainer then - I never drank a beer, or anything. But with all of the injuries, there's only so much you can do when you're always hurt."

During the off-season, Team Honda support-team overlord Greg Arnette approached Shultz about joining Honda's powerful factory squadron. Impressed with Shultz' seventh-place position in the ultra-competitive AMA 250cc Supecross final point standings, Honda was looking for a rider to compete aboard their dazzling and exotic works RC250 in the stadiums, and on the awesome, arm-wrenching 500 in the outdoor series. Shultz jumped at the opportunity.

"Greg Arnette first talked to me about joining Team Honda," explains Shultz. "I expressed interest in the team and he got Dave Arnold to come talk to me. I was so excited! The trick Pro-Link Hondas were by far the best bikes from 1981 to 1983 and I really wanted to race on one. I signed on to the team which included Magoo Chandler, Chuck Sun, David Bailey, Donnie Hansen, Johnny O'Mara, and myself. I didn't really like my teammates all that much. There were certainly a lot of egos on that team."

Shultz, using newfound confidence and patience, proved himself a worthy addition to the big red "dream team," winning the prestigious Daytona Supercross on March 6, 1982. However, while the deadly serious Team Honda operation was all business, Shultz and his teammates still found a way to have a few yuks while on the clock.





"I remember one time, we had a team meeting that also included all the B-team guys, who we had been fighting with," describes Shultz. "We were all in this hotel room the night before the Daytona Supercross, and Roger DeCoster was walking around and talking to all of us very seriously. After a few minutes, he says, 'No matter what happens, no matter who is in your way or blocking you, we're going to win Daytona tomorrow!' And with that, he goes to take a seat on the couch and sits on a whoopee cushion that Johnny O'Mara had put beneath him. Man, was he mad at that. The next day at Daytona went perfect. I holeshot every heat race and the main. I really liked sand tracks - the rougher the better - and Daytona was in great form that day. They threw a big victory party for me that night. Roger and Dave Arnold are talking to all of us, and Johnny O'Mara gets bored, like he always did, and chucks a biscuit at me. I ducked it, and it missed, so I hurled one back and I hit the president of Honda's worldwide racing effort in the neck. Everything went quiet, and O'Mara yells and points at me: 'It was Shultz! Shultz threw it!' I seriously thought they were going to fire me. At first, nothing happened and the party moved on. Later that evening, the racing guy comes over to my area carrying a big cake. I thought, 'How nice, he's going to give me a cake.' A few seconds later, he grabs me by the neck and buries my face into it. We all got a big laugh out of that - especially O'Mara."

"I had the classic idiot attitude and refused to show anybody any respect."

Then it all became serious. On May 16, 1982, the AMA 500cc National Championship Series kicked off in the deep sandbox of Southwick, Massachusetts, and with it came Darrell Shultz's year of living dangerously.

"Kent Howerton won the first National at Southwick," says Shultz after a few moments of thought. "In the first moto, I went 100 yards down the start straight and just got torpedoed down by someone. I got up and my face was full of sand. I was going to go back into the pits, but I saw DeCoster standing there, and the look on his face said, 'Don't even think about it.' So I got it together and took off and ended up in sixth, but I was just dead. Moto two went a lot better, and I think I ended up third overall that day.

"We then went on to Mount Morris and I had the best race of my life. I won my first-ever National with a 2-1 overall. I was just fast and consistent that afternoon. The next National was at Road Atlanta and the same thing happened. I was racing with Magoo, Kent Howerton, Mike Bell and Alan King in the first moto, and just started to pull away for the win. In the second moto, I ended up with a 15-second lead on Kent Howerton, and I guess he swapped bad in the woods and broke his leg. What was weird about the incident is that a few months later, I read in a magazine that Kent said that I had caused it. I couldn't believe it! But Kent and I never got along at all. We started off on a bad note at Team Suzuki when I went around and told a few people that I was making more money than him. That kind of started it. Howerton, Barnett and I never got along, but it never bothered me - I'd just as soon ram them, too. They were such bland guys and serious racers. They never had any fun.

"The next race was at Castle Rock, Colorado, and it was, easily, the fastest track I had ever rode. I remember that there was this mountain there, and a big fire road cut through it. Goat Breker and I were walking the track and we could see that it would be a very fast downhill section of the circuit. Goat said to me, 'You know, Magoo's going to jump this.' We both shook our heads because we knew it was true. Sure enough, in practice, he jumped it immediately, so we had to go out and jump it, too. During the race, I missed it one time and the impact knocked my hands right off the bars and I just managed to ride it out. I won there as well, and it was now my third National win in a row. Then, while doing a local race at Carlsbad, California, I tore a big chunk out of my knee while battling with Magoo. I planted my leg to try and save it and heard a loud pop. My knee was now a mess again. I had two orthoscopic surgeries done on the knee to keep me on the bike and get me to the next National at Binghamton, New York. I got through both Binghamton and Buchanan, Michigan, in good shape; then we had over a month off before the next National at Washougal, Washington."

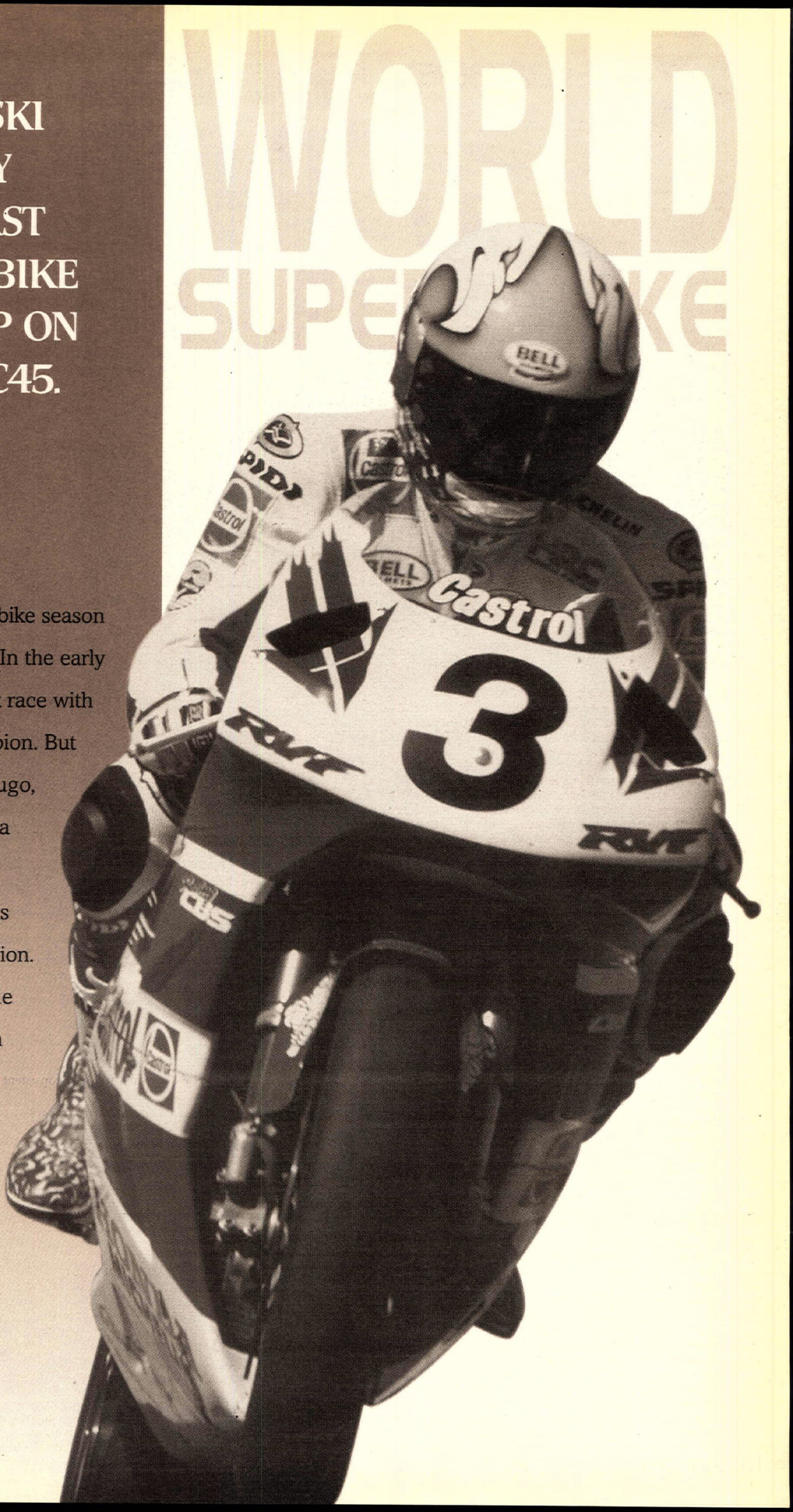
"Howerton, Barnett and I never got along, but it never bothered me - I'd just as soon ram them, too."

While the AMA 500cc series was off nearly the entire month of July, all was not well with Darrell Shultz. Battered and bruised, he scurried back to his home in Santa Cruz, California, to let his thrashed body recuperate.

"The knee was definitely giving signs of a bad future, and I could do no training or riding at all," laments Shultz. "I went back to Santa Cruz, California, where I was living at the time, and I would just go to the beach, lay around and go to the doctor to get my knee drained. Then, the week before Washougal, my mechanic, Chris Haines, drove up to my house in Santa Cruz. My knee was just killing me and Chris says to me, 'Oh, come on, just go ride it out!' So we go find a place to ride, and I'm just riding around - sitting on the bike the entire time because I couldn't stand up at all. I hit a jump and landed and something felt bad - like I had a bad muscle - pull in my back. I just handed the bike over to Chris and we left. On the way home, we stopped to eat, and when I went to pay the bill, I stretched over the table and my lung collapsed! I couldn't breathe and I was just freaking out! Haines looks at me and says, 'Well, you better drive to the hospital.'

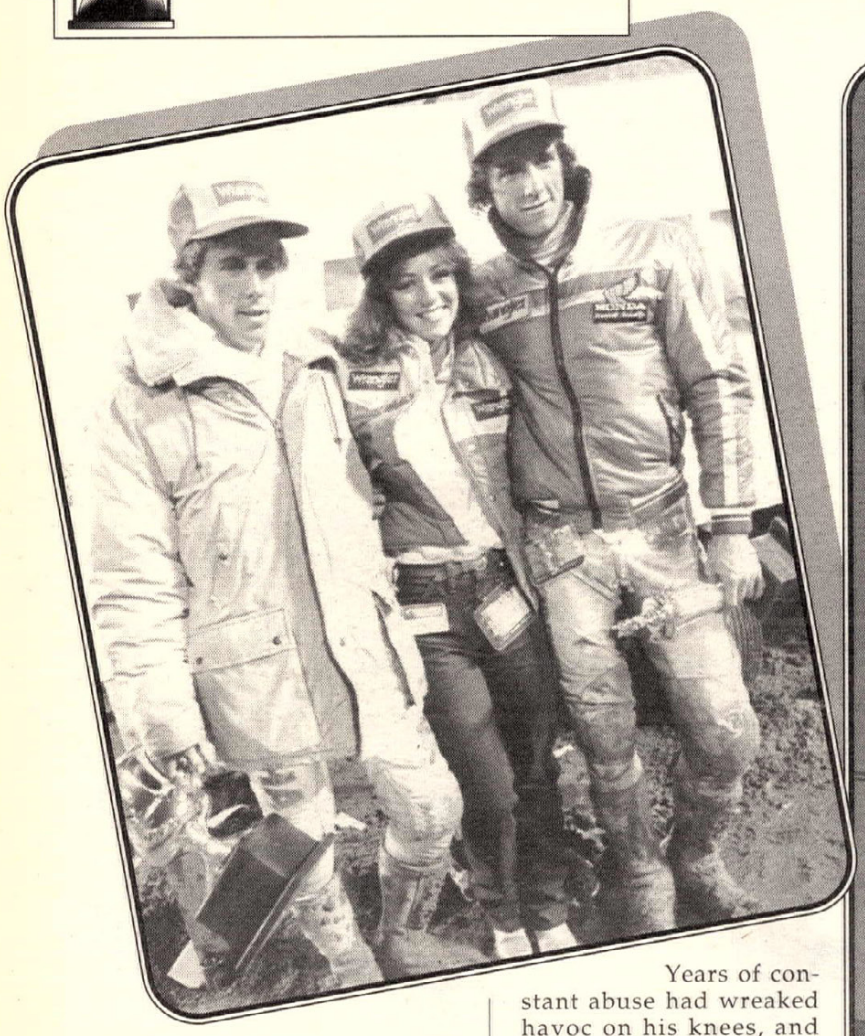
"At the hospital, the doctor told me that I had a punctured lung. I didn't

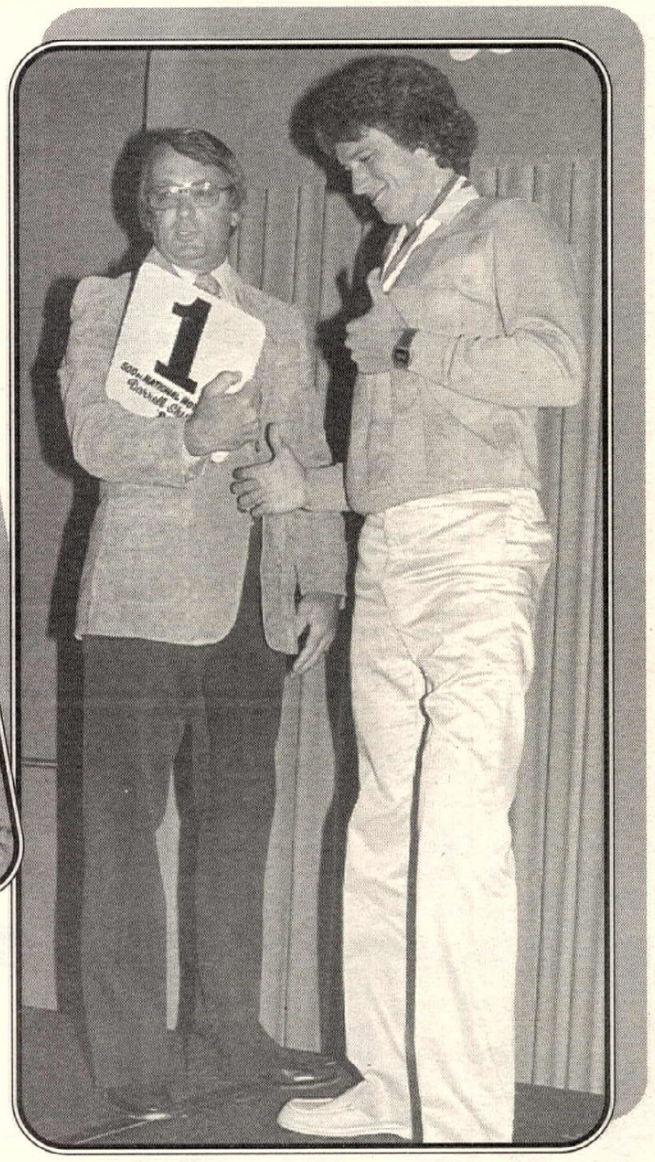
JOHN KOCINSKI RIDES AWAY WITH HIS FIRST WORLD SUPERBIKE CHAMPIONSHIP ON HIS HONDA RC45.



It was John Kocinski's first Superbike season with Honda. And what a season. In the early stages he was in a neck-and-neck race with a former World Superbike Champion. But the decisive moment came in Sugo, Japan. Expertly riding his Honda RC45™ on the rain-soaked track, Kocinski locked in his position as the 1997 World Superbike Champion. The fact that he clinched the title with two races left in the season only helped to sweeten the final victory. Kocinski and Honda – the champions of World Superbike racing.

Former 500cc National MX Champion Darrell Shultz





know what to do, so I called my dad. He and Haines came down to the hospital and talked with the doctor. The doctor told us we could probably race, but said that if I tore the lung in the same place, they would have to cut me open immediately. I said forget it, but my dad, who was always the voice of reason, pulled me aside and said, 'Think about this. You've wrecked your whole body for this title, do you think you should stop now?' I thought about it and said, 'Okay, if you think I can do it.' That gave me the faith to go out and do it.

"I checked out of the hospital and we brought a specialist to Washougal with us and he taped me up super-super-tight - I could barely breath - and says to me, 'Whatever you do, don't crash and get wounded.' I got a great start in the first moto and came around on the first lap right up front and was battling for the lead. I had forgotten all about my injury. Everybody I knew on the side of the track went wild, screaming at me to back off and take it easy - so I did. I finished in seventh overall and held on to the points lead going in to Carlsbad."

Was he happy that, despite the magnitude of his injury, it had all worked out at Washougal?

"Hell, yeah, I was happy!"

Carlsbad, the last National of the year, was now just a formality. So the very next Sunday, Shultz sat through his now-familiar taping ritual, suited up, and did just what he had to in order to clinch the 1982 AMA 500cc National Championship.

"So, the next weekend, we went down to Carlsbad and all I had to do was get a 7-7 to win the title," describes Shultz. "I pulled the results I needed that day and clinched the championship. Despite all of the problems, we were all so happy."

Without Shultz really knowing it at the time, Carlsbad would prove to be the last National of his colorful career.

Years of constant abuse had wreaked havoc on his knees, and Shultz immediately set about the task of finding a doctor who could work a miracle and keep him in the game.

"The damaged knee was just killing me. The joint was so loose. I was chosen to go to the Trophee des Nations; I wanted to go and win, but I knew I couldn't go over there and pull it off - I would have been riding for seventh place. I was so bummed out. I stayed home and started talking to a number of doctors. One doctor talked about using a cow ligament, but it didn't work because it rotted inside my body and they had to take it out. By this time, the 1983 supercross season had started and I was on all kinds of pain pills. The doctors then cut what was left of the ligament out of me and I knew my knee was ruined. By then it was midseason and that was it, I was done. I tried to ride in June, but after having been in and out of hospitals for a year, the pain was too great and I had to retire from the sport."

> ***"I planted my leg to try and save it and heard a loud pop. My knee was now a mess again."***

And then, as they say, depression set in. Shultz, now an athlete without a sport, fell into a deep blue funk and began to rub his emotional wounds, as many do, with alcohol.

"It was like the end of my life," says Shultz, in a hushed tone of voice. "I felt total devastation and thought my life was over. I started drinking a lot and figured my life was over now because there was no racing. All of the drinking caused big problems for me. After five years of that, and crashing a bunch of cars and ruining a lot of things, I finally gave it up and got into the construction business with my dad. I guess I wanted to live beyond 30 years old. Even then, I was still having a hard time coping with being away from racing. I was only 25 or 26 years old, and in my mind, still felt I could beat a lot of the guys that were racing at the time. I kept thinking to myself, 'Maybe I should go back.'"

Darrell Shultz never did go back to racing - in fact, he seemingly vanished from the sport - but the demons that tormented him, and the nagging internal voice that tried to pull him back into the sport, are all now a thing of the past. Today, he leads a happy and contented life in Northern California, and still enjoys motorcycling immensely.

"I live in McKinleyville, California, and I'm married to an Idaho girl named Kellie - she was the one I was looking for. To keep busy, I'm a general contractor, building houses, and I trail-ride a lot and spend long days in the saddle on my dual sport bike. Sometimes, I ride 10 to 12 hours a day aboard either my XR500 or CR500-converted dual sport bike. I'm leaving soon to go to the high country in Idaho and scout out some great dual sport riding terrain. I'm trying to find the best riding spot in America for my dual sport riding tour company. I want to devote my life to motorcycles. I would love to have all the guys I raced with come out to my dual sport rides and recollect on the good old days."

Now for the comic relief: This story would not be complete without a few Darrell Shultz rent-a-car tales. While it took a little encouragement, Shultz opened up with a few incidents that made him public enemy number one with virtually every rental-car outfit in the United States.

"Most of the funny stuff I did is not suitable for family reading," admits Shultz. "A lot of it revolved around rental cars. We'd arrive at the races back east and get bored, and the cars became toys. I once saw Magoo turn a rental car into a banana boat. He jumped it off a loading dock and slammed it so hard, it bent into a shape of a banana. He couldn't even open the door to get out. I just stood there and watched him laugh hysterically. He thought it was the funniest thing in the world.

"One time, I borrowed Steve Wise's rental car and started playing games on the highway around a big 18-wheeler, and the truck got sideways and ran over the side of the car - just destroyed the right side of it. I went and told Steve, and he started screaming at me, 'Darrell, I didn't buy the insurance!' But somehow, someway, he got away with it and the rental-car company let him go. I was real happy about that because I didn't have the $6000 to $8000 to pay for it."

Hearing these stories - and a number of others left off the record - one is led to ask the question, "How did you guys get away it?"

"Usually, we'd park the cars at the far end of the rental lot," laughs Shultz, "or just get out and start running for the plane."

Although a number of myths and rumors about the actions of some racers shroud the early years of the sport in the United States, Shultz and his peers at the time were frighteningly committed to their sport. Sure, there was a wide path littered with smashed cars, broken hotel rooms and trashed banquet halls, but the racers who competed in the early to mid-1980s were some of the most physically fit athletes on the planet. Messing with any type of mind-altering substance was out of the question.

> ***"I started drinking a lot and figured my life was over now because there was no racing."***

"We were the straightest guys around," exclaims Shultz immediately. "I once saw Donnie Hansen drinking a beer after a race, and I thought, 'You're crazy.' We lived and breathed motocross and, like I said before, the only time we got into trouble or did anything wrong was when we got bored."

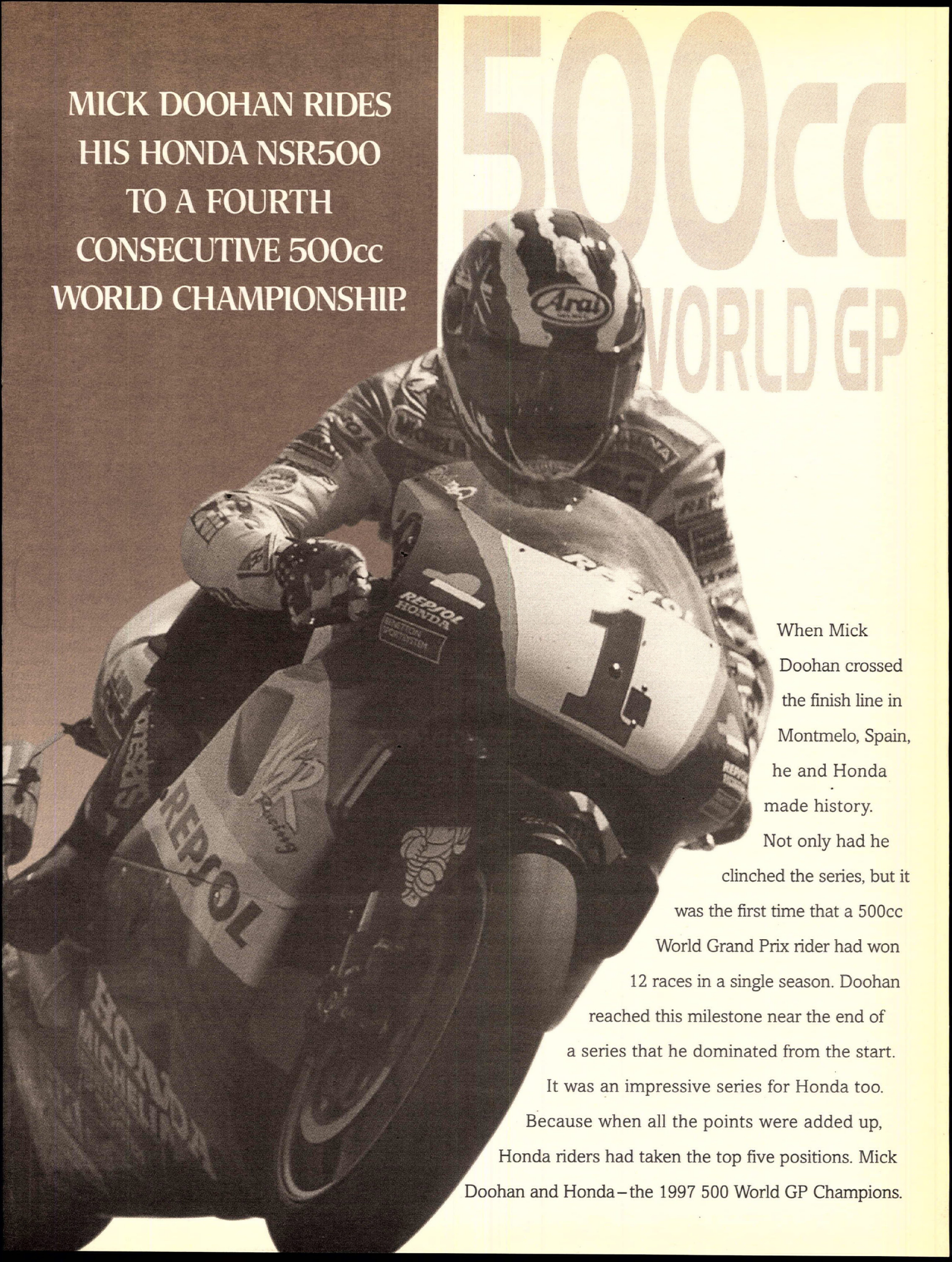
Speaking purely as an enthusiast, once, when I was 15 years old, I sent a letter to Darrell Shultz. In the letter, I stated that I was a big fan of his because, to me, he epitomized everything great about motocross. He was fast, flashy and took big chances. A few months went by, and I forgot all about the letter. Eventually, a package addressed to me arrived from California, and within it was a cool handwritten letter and a jersey from Darrell Shultz. To say I was stoked is a major understatement. Today, some 15 years later, I still believe that Darell Shultz, with his well-documented stint in professional racing, is a major part of the folklore of American motocross. His career was an incandescent flash of brilliance that burned out much too quickly. However, his burning courage and desire to win, whether he knows it or not, have left an indelible mark on the soul of this great sport.

Upon being asked if there was anything he would like to add to this story, Shultz thought for a minute, and replied: "I never got to say thanks to the private-sector sponsors who helped me out early in my career and got me on the road - the guys that all read *Cycle News*. I want to say I appreciate what they did for me in getting me started in professional racing. I read *Cycle News* every week, word for word, and I'm so into the sport now that I can tell you anything about it. I want to be able to ride until I go to heaven."

All is well with Darrell Shultz. CN

MICK DOOHAN RIDES HIS HONDA NSR500 TO A FOURTH CONSECUTIVE 500cc WORLD CHAMPIONSHIP.

500cc WORLD GP



When Mick Doohan crossed the finish line in Montmelo, Spain, he and Honda made history. Not only had he clinched the series, but it was the first time that a 500cc World Grand Prix rider had won 12 races in a single season. Doohan reached this milestone near the end of a series that he dominated from the start. It was an impressive series for Honda too. Because when all the points were added up, Honda riders had taken the top five positions. Mick Doohan and Honda – the 1997 500 World GP Champions.

AHRMA/SDFTA Skip VanLeeuwen Short Track

A vintage evening

(Left) Speedway racer Eddie Castro (14) won two classes on his early-'50s Ariel at the second annual Skip VanLeeuwen Short Track on the Del Mar Fairgrounds. Castro won the Classic Vintage 500cc and Dinosaur classes.
(Above) Matt Hilgenberg (52) put in 10 smooth laps to claim the Classic Vintage 250cc main-event win over Jim McMurren (11), Rich Trait (partially hidden) and Cary Buck (81).
(Above) Matt Hilgenberg (52) put in 10 smooth laps to claim the Classic Vintage 250cc main-event win over Jim McMurren (11), Rich Trait (partially hidden) and Cary Buck (81).

(Above) Don Frauenberger (76Z) and Brad Holt (50S) were tied together for the last half of the Modern Vintage 250cc main. Frauenberger won after Holt's last-corner pass attempt came up short by inches. (Right) Jeff Johnson of Rialto, California, rode his stock-framed Triumph to the win in the Modern Vintage Open class.

By Scott Rousseau
Photos by Mike Basso

DEL MAR, CA, OCT. 11

After a day of legends and legendary motorcycles on display at the 26th annual Del Mar Concours d'Elegance International, it was time for the vintage racers to do their thing during the second annual Skip VanLeeuwen Short Track at the Del Mar Fairgrounds horse arena on the Saturday night before the Del Mar Grand National Mile.

Speedway racer Eddie Castro put in one of the most noteworthy vintage performances in the short track's brief history, as he piloted an early-'50s Ariel to wins in two classes over the course of the evening.

Castro's first victory came in the Classic Vintage 500cc main for brakeless twins and singles. Although he had not been the most conspicuous rider in his heat races, that changed when the 10-lap feature rolled around. Castro grabbed the holeshot and flat left the throttle cranked wide open as he pulled away from the pack. The Californian from Ojai threw the ancient hardtail sideways, keeping the power on just like a speedway bike, and it wasn't long before he had complete control of the race, as runner-up Butch Cochran failed to keep pace on his Triumph. Castro put it on cruise around seven laps into the race and crossed the finish line comfortably ahead of Cochran and third-place finisher Dave Miller, who was also Triumph-mounted.

Castro returned to dominate the Dinosaur class aboard the same machine in the very next main event, although he faced healthy competition - for showmanship, anyway - from Indian Scout rider Ronnie Brown, who matched Castro's wide-open sliding technique turn for turn en route to a second-place finish.

Perhaps not surprisingly, the evening's 250cc classes showcased some of the most intense competition of the night, with both the Modern Vintage and Classic Vintage 250cc finales coming down to the wire. SDFTA regular Don Frauenberger tried to distance himself from the pack after the green light signaled the start of the 250cc Modern Vintage main, but by the time the race was four laps old, friendly club rival Brad Holt began to ease his Bultaco closer and closer to the rear wheel of Frauenberger's Yamaha. Once Frauenberger knew Holt was there, he attempted to up the pace, but Holt refused to give up. The pair ran nose to tail right until the last corner, with Holt leaving it on just a bit longer in the hope of getting around Frauenberger on the outside. He came up short by inches in the dash to the checkered flag. Frauenberger took the win, followed by Holt and Maurice Ortega.

The 250cc Classic Vintage main turned out to be an extremely close contest, a stark contrast to the diversity of the machinery which made the race most interesting. Jim McMurren lined up on the pole on his Harley-Davidson Sprint, but he took a back seat both to Matt Hilgenberg on a Suzuki X6 twin and Rich Trait on an Ossa DMR. Cary Buck followed the lead trio closely on another Sprint, but the winner appeared certain to come from the front three. McMurren got underneath Trait in turn three on lap six and then went to work on Hilgenberg, attempting several outside passes - but the Speed & Sport owner and vintage dirt track "rookie" put in 10 smooth laps to pick up the win. McMurren was second, and Trait held off Buck for third.

Fresh off his win at the Cal-Expo Vintage National Mile in Sacramento, California, two weeks ago, Jeff Johnson - the Jeff Johnson from Rialto, California - showed up to contest the Skip VanLeeuwen short track on the same stock-framed Triumph that he'd used to win the mile. And he met with more success, as he grabbed the holeshot ahead of Yamaha-mounted Art Fredenburgh and a pair of Triumphs piloted by Butch Cochran and Ken Thiebaud. While Johnson showed them a clean pair of heels, his pursuers began to shuffle the order a bit in an attempt to catch up. Fredenbergh's machine was bucking around under him like a bronco, and this allowed Thiebaud and Cochran to displace him to fourth. Cochran then got under Thiebaud on lap seven for second place. Thiebaud tried to respond off turn four as they took the white flag, but Cochran shut the door to remain in second as Johnson scored the win.

In other racing action, AMA Grand National Championship Series regular Joe Kopp grabbed the holeshot and was never threatened as he went on to take the win in the 20-lap 600cc Semi-Pro main event. Ed Stovin kept John Proto and Modern Vintage 600cc main-event winner Dana Perri at bay in the Open Sportsman feature. Triumph-mounted Mickey Alzola held off the Harley-Davidson Sprint of McMurren in the Senior class final. Richard Pollock and John Garcia won the 250cc Semi-Pro and 250cc Sportsman main events, respectively. CN

Del Mar Fairgrounds
Del Mar, California
Results: October 11, 1997

MDRN VINT 250: 1. Don Frauenberger (Yam); 2. Brad Holt (Bul); 3. Maurice Ortega (Bul); 4. Rich Trait (Oss); 5. John Bova (Bul).

SPTSMN 250: John Garcia (Yam); 2. Ward McKee (Kaw); 3. Jim Felton (Yam); 4. Chad Morse (Yam); 5. Brian Burkhalter (Yam).

CLSSC VINT 250: 1. Matt Hilgenberg (Suz); 2. Jim McMurren (H-D); 3. Rich Trait (Oss); 4. Cary Buck (H-D); 5. Steven Poggi (H-D).

MDRN VINT OPEN: 1. Jeff Johnson (Tri); 2. Butch Cochran (Tri); 3. Ken Thiebaud (Tri); 4. Art Fredenbergh (Yam); 5. Dave Maxwell (Tri).

MDRN VINT 600: 1. Dana Perri (Bul); 2. Brad Holt (Bul); 3. Maurice Ortega (Bul); 4. Mark Aragon (Hon); 5. Steven Poggi (Bul).

CLSSC VINT 500: 1. Eddie Castro (Ari); 2. Butch Cochran (Tri); 3. Dave Miller (Tri); 4. Gerry Dutweiler (Tri).

DINO: 1. Eddie Castro (Ari); 2. Ronnie Brown (Ind); 3. Herb Wolf (AJS); 4. Gordon Menzie (R-E); 5. David Duvarney (Ind).

250 SEMI-PRO: 1. Richard Pollock (Kaw); 2. John Dupree (Hon); 3. Brad Oxley (Yam); 4. Donald Paul (Hon); 5. Brad Holt (Bul).

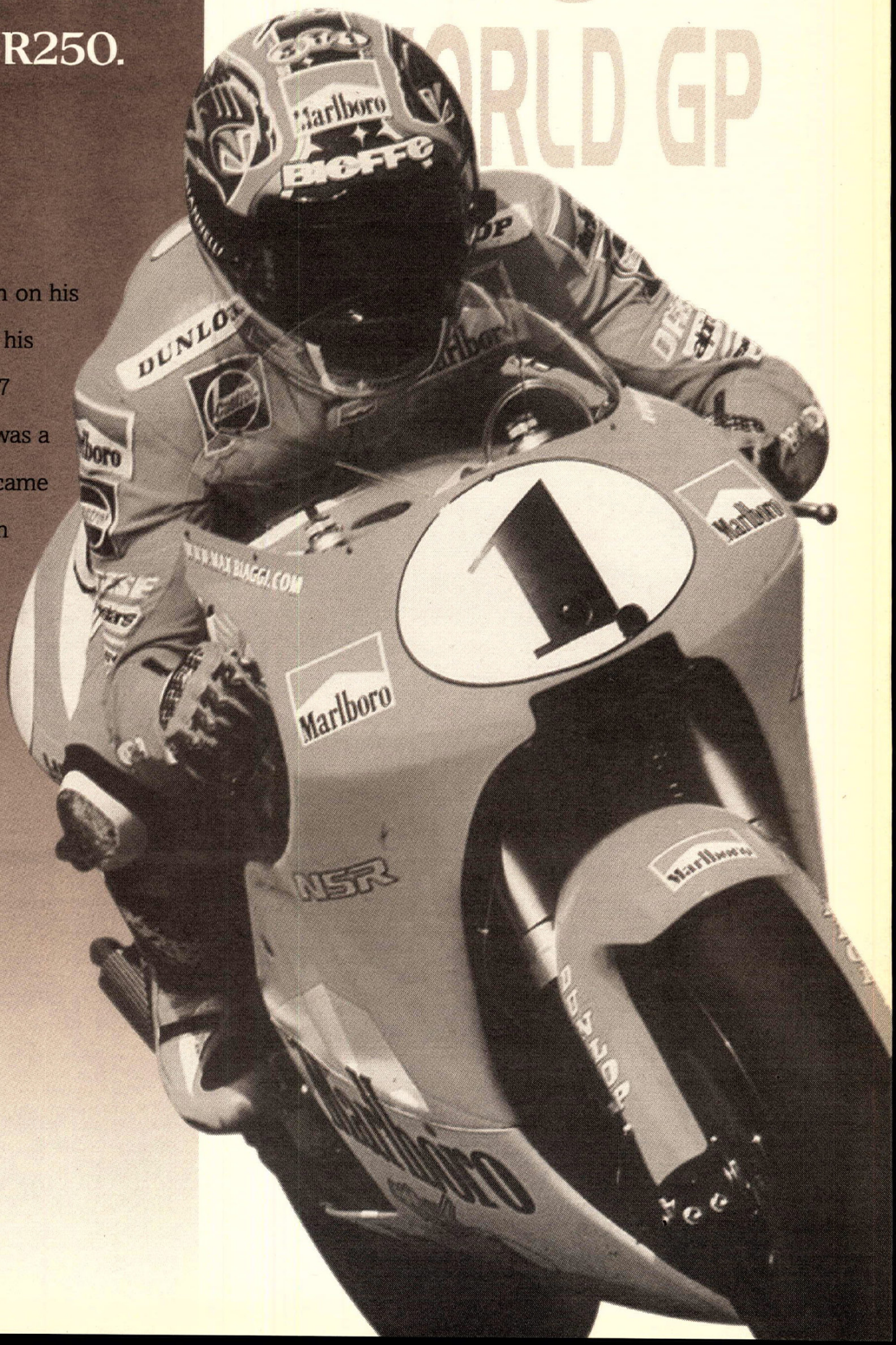
SR: 1. Mickey Alzola (Tri); 2. Jim McMurren (H-D); 3. Ron Gould (BSA).

OPEN SPTSMN: 1. Ed Stovin (Yam); 2. John Proto (Yam); 3. Dana Perri (Hon); 4. Dante Dambruoso (Rtx); 5. Paul Peieli (Rtx).

600 SEMI-PRO: 1. Joe Kopp (Rtx); 2. Steve Liberty (Rtx); 3. Ronnie Reimer (Hon); 4. Adam Sebedra (Hon); 5. Eddie Dixon (Rtx).

MAX BIAGGI CLINCHES THE 250cc WORLD CHAMPIONSHIP ON HIS HONDA NSR250.

It was Max Biaggi's first season on his Marlboro Honda. And he rode his NSR250 all the way to the 1997 250cc World Championship. It was a closely fought series. And it all came down to the final race in Eastern Creek, Australia. There, Biaggi and his Honda persevered and took the title. How do you handle a series with this much competition? If you're Max Biaggi and Honda, the answer is easy – you win it.



26th annual Del Mar Concours d'Elegance Interntational

...worth 1000 words

Photos by Jim Kaiser and Andrea Phillips

DEL MAR, CA, OCT. 11

It is the Fourth of July of motorcycle gatherings, and like the anniversary of the day on which America declared its independence, the 26th annual Del Mar Concours d'Elegance International only comes around once a year.

Now, we could go on to write volumes explaining why all self-respecting motorcycle historians, antique motorcycle owners or collectors, or just plain old fans of motorcycles and the legendary riders of yesteryear owe it to themselves to attend this once-a-year happening - but you know what they say about pictures. Here are just a few that made the 1997 edition of this classic event one for the books. CN

(Right) The Del Mar show is a haven for contemporary custom-bike builders as well as antique and vintage types. Arlen Ness, one of the top customizers of the modern day, poses with his Evo-powered sidecar creation, which certainly bridges the gap.

(Above) Del Mar is about legends, and motorcycling's old heroes were once again out in force at the Del Mar Fairgrounds. From left to right: Duke Pennell, Dick Klamfoth, the venerable Jim Davis, Chet Dykgraaf, Mert Lawwill, Paul Goldsmith, Bobby Hill and George Roeder.

(Right) Recognize these Grand National Champions? Front row: Bubba Shobert (1985-'87), Mert Lawwill (1969), Dick Mann (1963, '71). Back row: Brad Andres (1955), Gary Nixon (1967-'68), Jay Springsteen (1976-'78), Carroll Resweber (1958-'61), Scott Parker (1988-'91, '94-'97 - phew!), Mark Brelsford (1972). Hidden behind Resweber and Parker are Joe Leonard (1956-'57) and Bart Markel (1962, '65-'66).

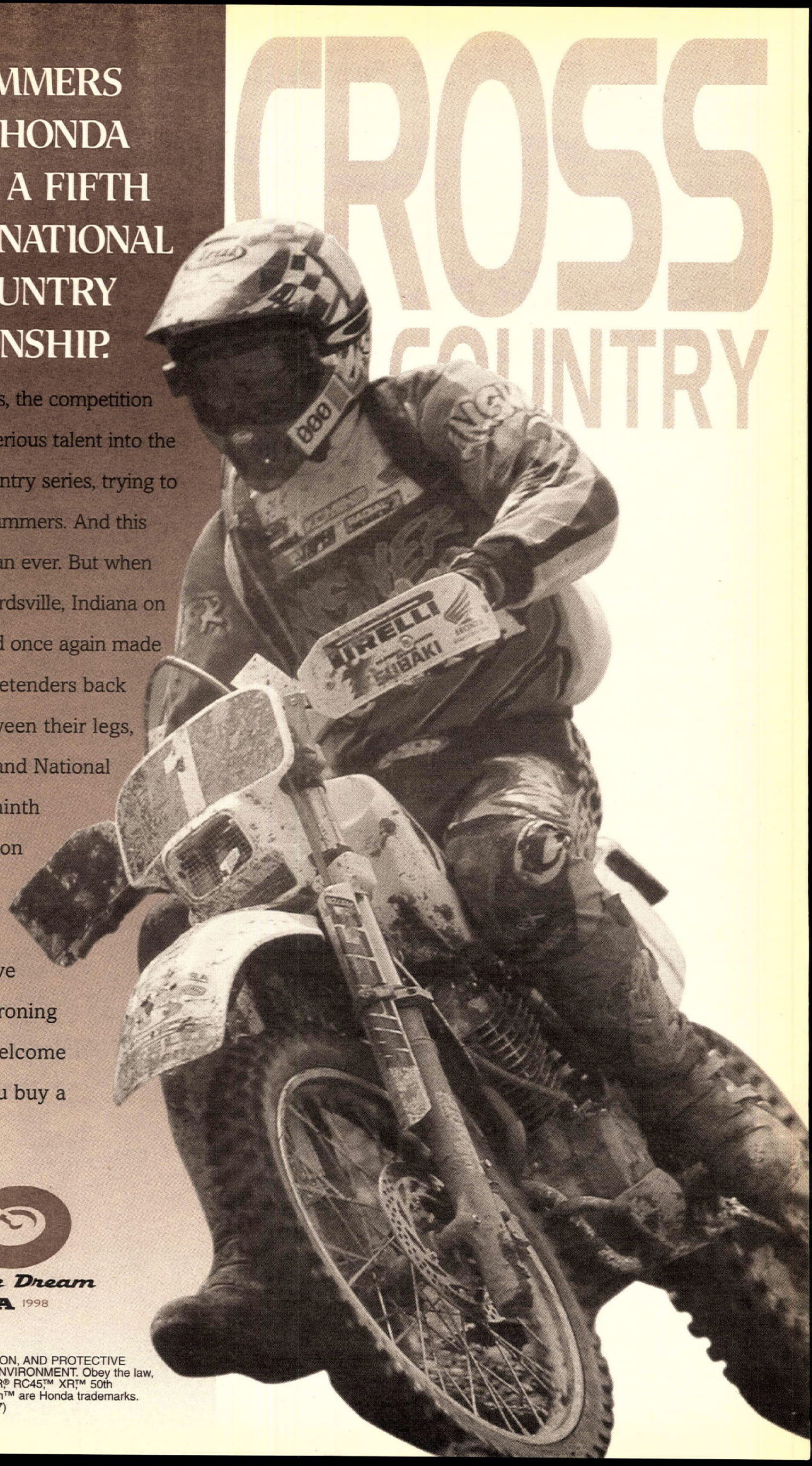
(Left) Stand back!: Motorcycle stuntman Bob Correll and his jet-powered motorcycle are perennial favorites at the show. His static smoke-and-fire "burnouts" always attract a large crowd.

(Above) The Victor McClaglen Drill Team once again showed off its mastery of balance and control with this human-pyramid trick. (Right) Equally impressive was "Wheelie King" Doug Domokos, who thrilled the crowd with a return engagement to Del Mar this year.

(Below) Beautifully detailed show-quality antique and vintage motorcycles graced all corners of the grounds. If it was built, you could probably find a fine example of it here somewhere.

SCOTT SUMMERS RIDES HIS HONDA XR600R TO A FIFTH AMA GRAND NATIONAL CROSS COUNTRY CHAMPIONSHIP.

For the last couple of years, the competition has booked some pretty serious talent into the Grand National Cross Country series, trying to dethrone Honda's Scott Summers. And this year they were tougher than ever. But when the dust cleared at Crawfordsville, Indiana on October 5th, Summers had once again made history. Sending all the pretenders back home with their tails between their legs, he took home his fifth Grand National Cross Country title and ninth National title, all of them on his Honda XR™600R, the bike that also won this year's Baja 500. So if you've got any ideas about dethroning the GNCC king, you're welcome to try. Just make sure you buy a round-trip ticket.



50
Celebrating the Dream
1948 HONDA 1998

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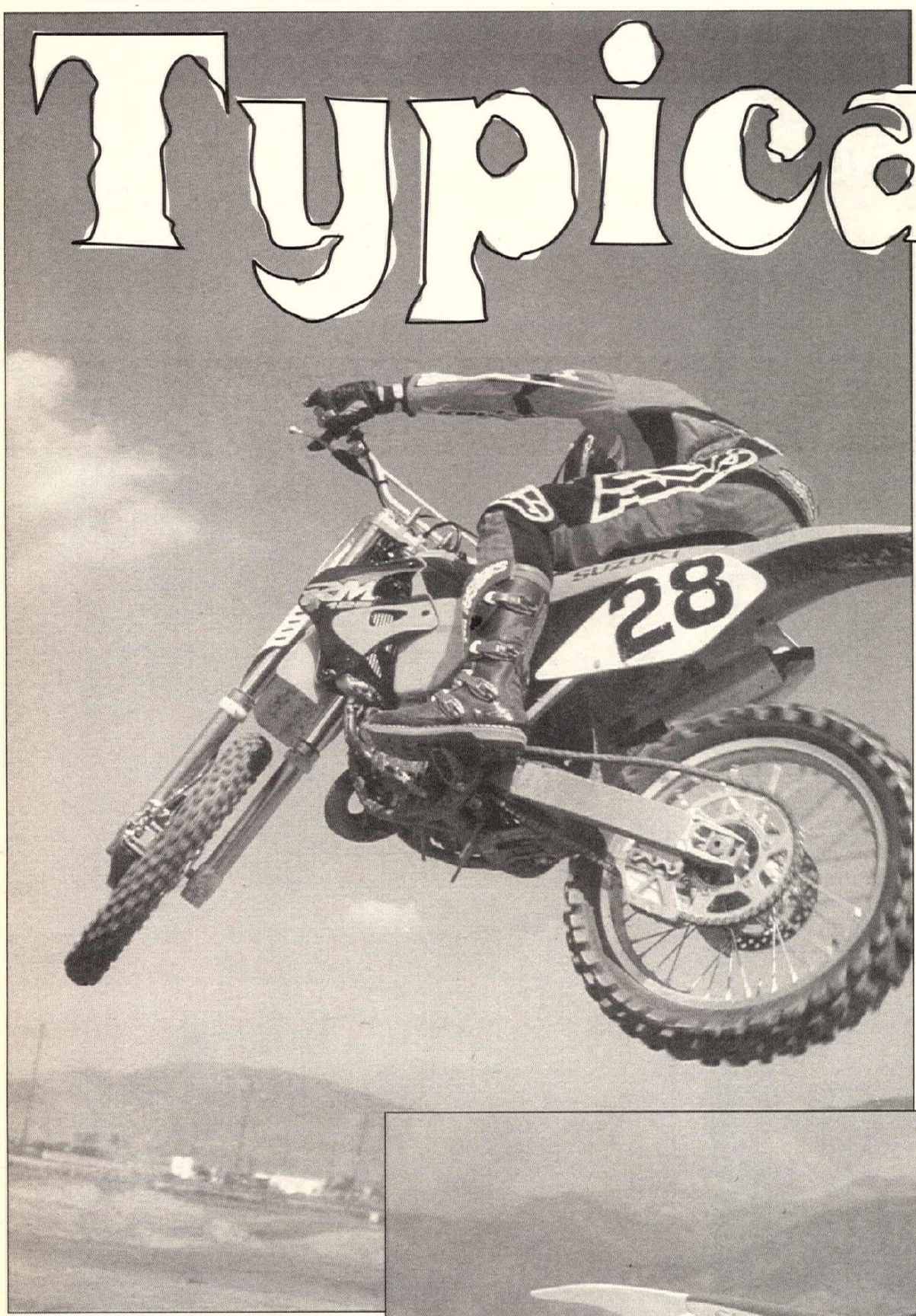
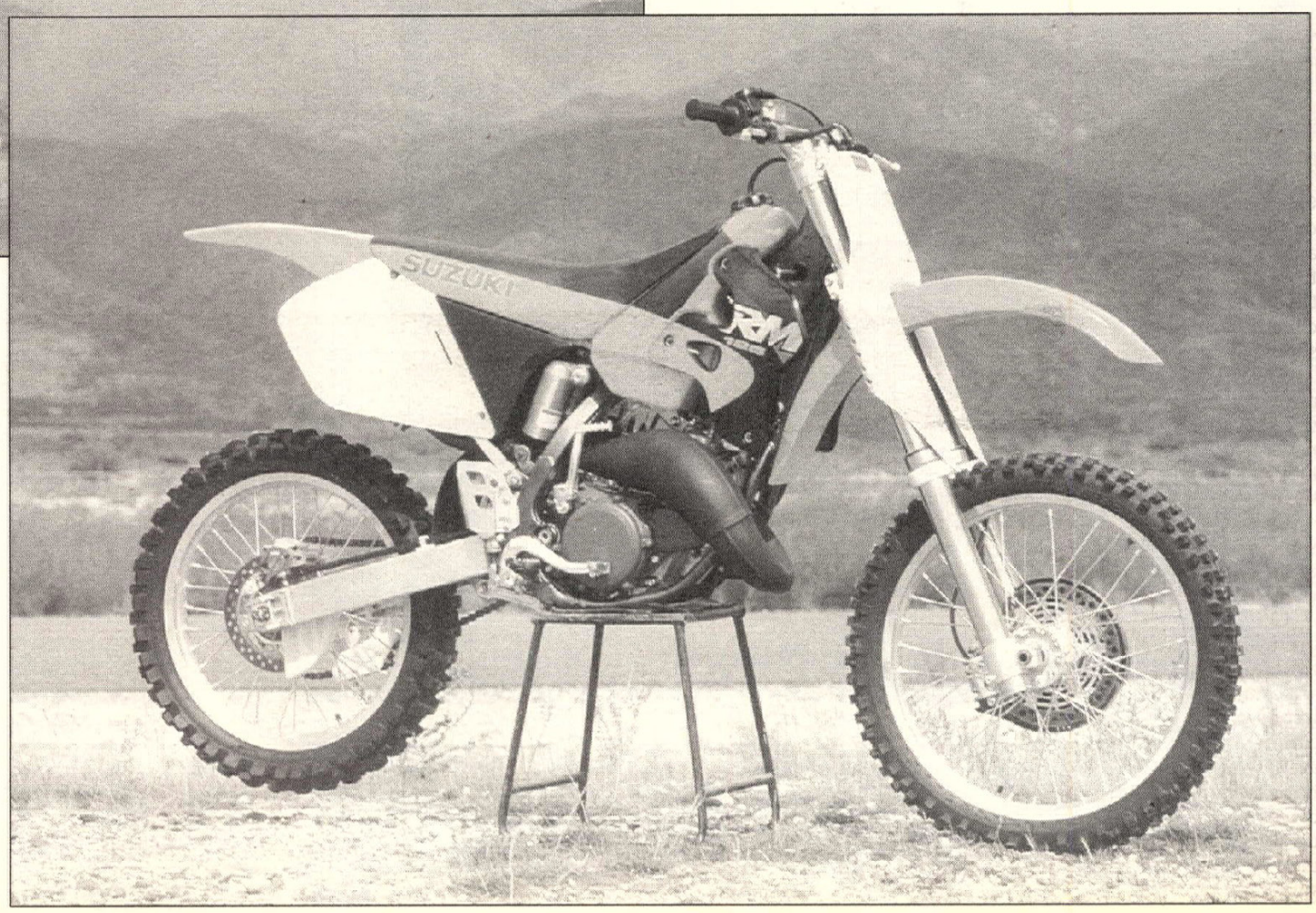
Typical



Suzuki made a number of changes to the RM125's motor and the net result is more power across the board. The meat of the powerband is in the middle.



By Kit Palmer

You can pretty much always count on Suzuki building a first-rate 125cc MXer. Looking back in the record books, Suzuki has more 125cc Supercross titles than any other manufacturer, with 10 number-one plates to its credit, and all of those championships have come spread out fairly evenly throughout the series' 12-year span in both the East and West series. On the National circuit, Suzuki has five titles to brag about, which isn't as good as Honda's 11, but, hey, five ain't bad. Suzuki's most recent success with the RM125 came at the hands of Tim Ferry, who, along with his tuner, Lee McCollum, won the 1997 Eastern Regional 125cc Supercross Championship. Okay, so Ferry didn't win a single race, but he could always be found mixing it up at the front of the pack and, more importantly, finishing there - more so than any other rider.

Of course, Ferry's and the other championship-winning RMs are far from stock, but they all began life as production-based models, and any tuner/rider team will tell you that it's easier to win titles if you start off with a machine that's good in the first place - like the RM125.

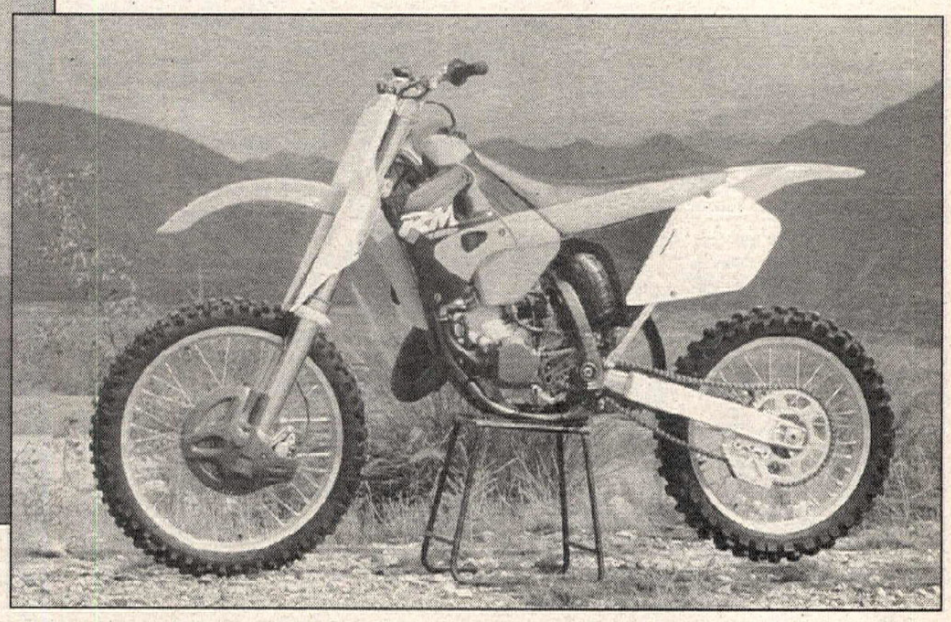
With this in mind, Team Suzuki's Mickael Pichon and Ryan Huffman should have a promising 1998 racing season. From what we can tell so far after spinning a few hard laps on the '98 production RM125, the company has certainly produced for its riders another solid foundation from which to build its works bikes. But it wasn't that big of an accomplishment, really, because Suzuki already had a solid performer on its hands with its 1997 RM125

Suzuki could have made only a few minor changes to the '98 RM125 and gotten away with it, but it chose not to. For starters, the '98 RM125 has an all-new engine. It still retains its case-reed induction system and bore-and-stroke dimensions, but the crankcase has been redesigned to facilitate an internally mounted water pump; also, the double-oval AETC exhaust-valve system, new to the '97 RM, has again been redesigned to a two-piece, straight-type valve system. And last year's PWK36 Keihin carburetor has been replaced by a PWM36 Keihin. Of course, the cylinder has different porting specifications as well as new exhaust-pipe dimensions. Most of these performance-minded changes were made to boost the RM's power output from down low through the midrange.

To improve clutch actuation and durability, the 125 now features a pushrod-style clutch, similar to that of the RM250's clutch.

Suzuki maintains its confidence in the non-inverted fork design. However, the 49mm conventional twin-chamber fork, made by Showa, is claimed to be lighter than last year's fork, while featuring revised spring and damping rates.

In the back, the shock boasts a larger body and is mounted to a new linkage



(Above) Choose your line and just point it: When it comes to the turns, the RM125 goes where you want it to go - no questions asked. (Right) We like the toned-down graphics.

system for a "more progressive damping and shock absorption," claims Suzuki.

We will soon find out.

Of all the major manufacturers, Suzuki is the last to unveil its 125cc MXer for 1998, and we can say with confidence that it's been worth the wait. Suzuki is quick to point out that the RM's delay did not have anything to do with any design problems or flaws with the bike but was simply due to getting a late start on its testing program. After having now ridden all five of the popular '98 125s, we can tell you right now that the Suzuki is definitely a front-runner. In a nutshell, it has the power, suspension and handling to get the job done, period.

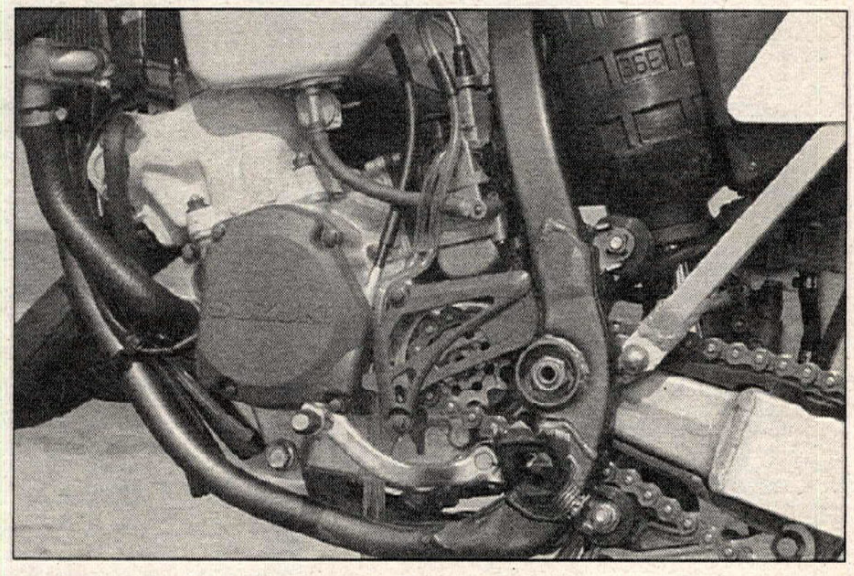
One thing is for certain: The RM is in no way lacking in the power department. It makes good power off the bottom, pulls very hard in the middle (that's where the hit is), and revs out okay on top. Our only complaint is that you have to be somewhat extra-careful not to let the motor fall off the pipe, which it'll do without a moment's notice if you're not careful. But if the "Rs" do drop, it's not the end of the world, because one quick fan of the clutch lever quickly gets the motor's attention again and you're back on your way, with the engine screaming.

Speaking of the clutch, the RM's clutch works extremely well. It has one of the lightest pulls we've ever felt on a 125 and it still offers outstanding feel. One finger can get the job done - even on the starts, where you can easily manage the engine and/or the rise of the front end. Off the gate, you can hold the throttle wide open and let your one clutch finger do all the work. Holeshots should come easily on the RM.

Throttle response is good, too. We always had confidence in the RM when it came to launching off jumps. We never had to worry about untimely hesitations or bogging when cracking open the throttle.

Overall, the powerband is quite smooth; the bike tracks well coming out of the turns, even on dry, slick and hard ground.

Getting all of the RM's power to the ground is aided by the RM's excellent transmission. Even with the engine screaming and the throttle pinned, the tranny slips into the next gear as slick as can be. Double stabs on the shift lever are few and far between, so you never have to worry about getting a poor drive out of the corners. This bike hooks up well. We did have a hard time finding neutral while at a standstill, but that small annoyance is gradually lessening the more we ride the bike.



(Above) The RM's transmission has been beefed up and a new ratchet-type gearshift mechanism improves ease of shifting. The ignition system is new as well. (Left) You can jump the RM with confidence.

The RM is still as comfortable as ever. However, a couple of our taller riders complained of a "squatty" feel, saying there needs to be more distance between the footpegs and seat for their long legs. We swapped seats with the '98 RM250's seat, which is slightly taller than the 125's seat, and that seemed to help. Still, most riders agreed that they liked the RM's ergonomics.

The RM's suspension is first-rate. Everyone who rode the bike raved about the RM's fork and were quite pleased with the back end, as well. Up front, the 49mm conventional twin-chamber fork soaked up the smaller bumps, as well as the hard hits, extremely well. Sure, there were times when you felt the need to grip the bars a little harder, like while plowing through some nasty braking bumps - but for the most part, you never had to worry about the front end doing something weird or unexpected.

The fork also does an outstanding job handling slap-downs and front-end-first landings off the big jumps. We never bottomed the fork or, if we did, we didn't notice it.

Ditto with the back end. The RM's rear suspension performs equally as well as the front, soaking up the small chop and big hits with assurance.

Perhaps the RM's best attribute is cornering. No matter if you're locked into a rutted groove, plowing through a soft berm, or dirt tracking it though a flat, sweeping turn, the RM is perfectly content. Overall, it turns quickly but isn't squirrelly by any means.

Slowing down for the turns is not a problem, either. Grab the front brake with one or two fingers and the RM slows down in a hurry - and if that's not fast enough, just squeeze a little harder. Very predictable and controllable. And the back brake? As good as anything else.

As you can probably tell by now, we are quite happy with the new RM125. In fact, we almost feel guilty about saying so many good things about the bike, so we made it a point to ask all of our testers what they absolutely *did not* like about the RM; there was a long pause and everyone shook their heads. Someone eventually did grumble that you always had to remind yourself not to let the motor fall off the pipe, and then another rider came out and said he didn't like the bend of the clutch lever. And then one rider thought long and hard and said he thought the bike felt a little "buzzy," meaning he noticed some engine vibration. Others thought about it for a while and agreed with him. But, as far as negativities go, that was about it.

So, will Suzuki win another 125cc championship next year? Who knows - but the chances are good. If Suzuki doesn't pull it off, it probably won't be the bike's fault. CN

1998 Suzuki RM125W

Specifications

Engine	Liquid-cooled, case-reed induction, two-stroke
Bore x stroke	54 x 54.5mm
Displacement	124.8
Compression ratio	9.1/11.0:1
Carburetor	Keihin PWM36
Air cleaner	Foam element
Starter system	Primary kick
Lubrication system	Premix
Transmission	six-speed, constant mesh
Clutch	Wet multi-plate
Final ratio	4.167 50/12
Drive chain	#520, 114 links
Suspension	
Front	twin-chamber conventional, 18-way compression and 14-way rebound damping
Rear	Link-type, adj. preload, 20-way compression and rebound damping
Wheel travel	
Front	11.4 in.
Rear	12.4 in.
Rake & trail	27.75°/4.5 in.
Brakes	
Front	Disc
Rear	Disc
Tires	
Front	80/100-21 51M
Rear	100/90-19 57M
O/A length	84.0 in.
O/A width	32.1 in.
O/A height	49.2 in.
Wheelbase	57.3 in.
Ground clearance	13.8 in.
Seat height	37.4 in.
Claimed dry weight	194 lbs.
Fuel capacity	2.0 gal.
MSRP	$4899

RESULTS

Motocross
Fossil Bowl
Clarkia, ID
September 28
By Butch Pharness

AUTO
Matt Deatley Lem
Travis Nakonieczny KTM
Michael Robbins KTM
Levi Parmer KTM
Alex Curry KTM
JR MINI
Cody Stanton Kaw
Brandon Eacker Kaw
Sam Deatley Kaw
Ryan Dunn Kaw
Jordan Winkleseth Kaw
80 BEG
Trevor Ellison Yam
80 (9-11)
Wade Winkleseth Kaw
Ryan Dunn Hon
Tyson Dion Hon
Bill Hall Hon
80 (12-16)
John Schmidt Yam
125 BEG
Brad Hamburg Yam
Brett Merry Yam
Paul Farr Yam
Kerry Meadows Yam
John Blackburn Hon
125 JR
Nate King Suz
Cody Beck Yam
David Hanson Hon
Ed Branson Hon
Brandon McFarland Kaw
125 INT
Dustin Pharness Yam
Shane St. John Suz
250 BEG
Nick Jensen Yam
Dana Tomkins Yam
Jorg Ebert Hon
250 JR
Tim Rex Yam
Gunnar Newquist Hon
Brad Ruder KTM
Bud Lougee Kaw
250 PRO
Doug Miller Hon
OPEN JR
Jack Hanson Hon
O/T
Steve Swanson Kaw
James Dickman Hon
Randy Whelchel Hon
Scott Rogers Hon
40+
Jack Hanson Hon
Ken Robbins Kaw
MEN OF SILK BEG
Ken Robbins Kaw
MEN OF SILK JR
Tim Rex Yam
Steve Swanson Kaw

Cross Country
1997 GNCC Tour
Round 11
Ironman
Crawfordsville, IN
October 4-5

O/A
Rodney Smith Suz
Fred Andrews Yam
Scott Summers Hon
Doug Blackwell Yam
Brian Keegan Kaw
PRO AA
Rodney Smith Suz
Fred Andrews Yam
Scott Summers Hon
Doug Blackwell Yam
Brian Keegan Kaw
OPEN A
Rodney Judson ATK
Dave Gunn KTM
Randy Johnson KTM
Mark Adkins KTM
Michael Grizzle Hsb
OPEN B
Jason Jarvis KTM
Norm Richards KTM
Troy Wertz Kaw
Scott Pearson Hon
Ricky Joyce KTM
85 (7-11)
D.R. Atwood Yam
Raleigh Thompson Kaw
Brando Pippenger Hon
Bryan Tyler Kaw
Chris Bach Kaw
85/100 (12-15)
Cole Calkins Kaw
Charles Deutscher Kaw
Jerod Deahl Yam
Joshua Knapp Hon
Seth Patton Yam
200 A
Jeff Fredette Kaw
Heath Bennett Yam
Corey Parlin Yam
Kevin Creekmur Yam
Troy Goetz KTM
200 B
Aaron Johns Yam
Michael Faulk Suz
Tom Povenski Yam
Lucas Stambaugh Yam
Richard Dressen Yam
125/200 C
Jerod Deahl Yam
Mike McCrea Kaw
Jeff Melik Yam
Andy Grogg Kaw
Lee Wolf Kaw
250 A
Barry Hawk Suz
Ross Benson Suz
Robbie Jenks Yam
Todd Morain Yam
John Bennett Yam
250 B
Chuck Woodford Kaw
Jonathan Wendell Suz
Andy Shea KTM
Jason Ring KTM
Chad Jarvis Yam
250/OPEN C
Norman Feth Yam
Brad Hamrick Yam
Jacob Coy Kaw
Justin Zink Hon
Leroy Virts Yam
4-STRK A
Ronnie Burnfield Suz
Darius Lattea Suz
Harvey Whitaker Kaw
Don Bohn- KTM
John Grimm Hon
4-STRK B
Jeff Corra Suz
Scott Martin Kaw
Marty Michels Hon
David Reagan Suz
Shane Munger Suz
4-STRK C
Matthew Bostian Hsb
Michael Murphy Hon
Albert Lash Hon
Jack Falbo Hon
David Riel Hon
VET 30+ A
Thomas Carson Suz
Tim Shephard Yam
Ronald Palermo Suz
Robert Kirchner Suz
Mark Smith KTM
VET 30+ B
David Molnar Suz
Clark Munger Suz
Curtis Baldwin Yam
Tom Martineck Hon
Eric Buroff Suz
SR 40+ A
Robin Miller Yam
Randy Mastin Yam
Mike McCarren Yam
Paul Michels ATK
Leon Parker Hon
SR 40+ B
Mark Mihalik Kaw
Richard Stroud Yam
Michael Schwartz Suz
Mark Yukevich Yam
Glen Willoughby Suz
S/SR 50+
Wayne Beatty Yam
John Gallagher KTM
Frank Erbe Yam
Phil Andrews Yam
David Pierce Yam
SPTSMN
Jon Burleson KTM
WMN
Becky Ford Kaw
Bonnie Hamrick Yam
SCHBY
Matthew Bucher Yam
Ben Laney Kaw
Matt Wood KTM

Road Race
Motorcycle Roadracing Association
Mountain View Motorsport Park
Mead, CO
September 28
By Deena Brewer

NOV GTO
Rick Ehmann
Stephen Smith
Eric Engen Hon
Thomas Arnold Suz
Cameron Gray
NOV GTU
Thomas Arnold Suz
Eric Engen Hon
Louis Klamm
Dane Manker Hon
Kurt Rinne
AM GTO
Justin Savage Suz
Michael Applehans Hon
Pete Hokenstad Suz
Geoff Cesmat Yam
Michael Kirsch Suz
AM GTU
Justin Savage Suz
Michael Applehans Hon
Eric Engen Hon
Mitch Bowers Yam
Martin N. Sims Yam
MDRN VINT GTO
Rick Phelps Suz
Norman Lastovica Duc
Ron Benner Suz
David Dion Yam
Terry Myers Kaw
MDRN VINT GTU
Scott McRoberts Hon
Tony Baker Yam
James Gilpatric Kaw
Perry Black Suz
Stephen Husbands Kaw
S/TW GTO
Jim Brewer Suz
Jon Glaefke Suz
Michael Applehans
Charles Galea Bue
S/TW GTU
Jerry Anderson Hon
James Gilpatric Kaw
Stephen Husbands Kaw
David Holland Hon
M/W S/SPRT
Bryan A. Chesser Hon
Bobby Miosek Hon
Justin Savage Suz
Daniel Sedelmeier Hon
Scott McRoberts Kaw
H/W S/SPRT
Dennie Burke Suz
Ricky Orlando Suz
Terry Teske Suz
Ryan Burke Suz
Brian Lehfeldt Suz
OPEN S/SPRT
Brian Lehfeldt Suz
Brad McKiernan Suz
Terry Teske Suz
Jon Glaefke Suz
L/W S/BK
Pedro Bravo Yam
Tony Baker Yam
Jurgen Wimbauer
Russell Strobridge Kaw
Jon Glaefke Suz
OPEN S/BK
Aaron Turner Suz
Dan Turner Yam
Kurt Dimick Duc
Josh Graham Yam
John Hopperstad Yam
H/W S/BK
Kurt Dimick Duc
Dennie Burke Suz
Ryan Burke Suz
Russell Strobridge Kaw
Jon Glaefke Suz
OPEN S/BK
Aaron Turner Suz
Dan Turner Yam
Kurt Dimick Duc
Josh Graham Yam
John Hopperstad Yam
F-2
Ty Piz Yam
Geoff Cesmat Yam
Jurgen Wimbauer Yam
Kelly Newman W-R
Mike Cunningham Yam
F-3
John Hjelm Hon
Jeff Schueller Hon
Mark Erickson Hon
James Todd Edwards Hon
Dave Cook Hon
F-CO
Jim Forington Hon
Kelly Newman W-R
John Hjelm Hon
Jeff Schueller Hon
Mark Erickson Hon
RACE OF ROCKIES
Josh Graham Yam
Aaron Turner Suz
Dan Turner Yam
Kurt Dimick Duc
Ricky Orlando Suz

Motocross
NESC
Capeway Rover
Middleboro, MA
September 14

50 YTH
Daniel Crotty Cob
Justin Rando KTM
Kyle Hangos KTM
Zach Leclerc KTM
Justin Leferriere ATK
65 YTH
Christopher Finch Kaw
Ryan DesRosiers Kaw
Brian Eldridge Kaw
Steve Eldenkin Kaw
Matt Duprey Kaw
85 A
Paul Veracka Kaw
Trenton Estes Suz
Luke Soroka Kaw
Ken Bernard Hon
Michael Veracka Kaw
85 B
Ryan Wadsworth Suz
Adam Waddington Kaw
Kevin Karownik Kaw
Joshua Rorrie Kaw
Thomas Scott-Smith Suz
85 C
Billy Lebrecque Yam
Bryan Murphy Hon
Jeremy Collett Kaw
John Zdancewicz Suz
Ronald Vincent Yam
125 YTH A
Matthew Francis Kaw
Greg Webster Yam
Ryan O'Connell Kaw
Carl Decotis Kaw
Matt Jakan Hon
125 YTH B
Domenic Cafarelli Suz
Kyle Longtin Yam
Edward Pomprowicz Suz
Eric Smith Yam
Michael Gill Yam
125 YTH C
Warren Emerson Suz
Kevin Karbownik Kaw
Tom Janik Hon
Robert King Yam
Christopher Fernandes Kaw
125 NOV
Chad Costa Hon
Matthew Vincent Kaw
William Hughes Yam
Frank Perreira Suz
Joseph Huskins Hon
125 AM
Ryan O'Connell Kaw
Richard Frank Kaw
John Silvia Suz
James Mahoney Hon
Jeffrey Fleut Kaw
125 EX
Tony Lorusso Suz
Keith Johnson Kaw
Austin Squires Suz
Patrick Barton Suz
Wally Silva Yam
200+ NOV
William Canning Hon
Philip Sousa Hon
Casey Merrill Kaw
John Button Hon
Steven Whiteman Kaw
200 AM
Carl Williams Kaw
David Williams Kaw
Joe Regaglia Kaw
Philip Benito Hon
Joseph Pelczar Suz
200+ EX
Keith Johnson Kaw
Patrick Barton Suz
Austin Squires Suz
Tony Lorusso Suz
James Brothers Suz
OPEN NOV
Glenn Edgerly Hon
Warren Emerson Suz
Joseph Huskins Hon
Frank Pereira Suz
Edward Leclerc Yam
OPEN AM
Graham Rogers Hon
Michael May Hon
Scott Furtado Suz
Warren Emerson Hon
Peter Bushey Yam
OPEN EX
Rob Keller Hon
Adrian Colon Suz
Edward Arasimowicz Hon
James Sprague Hon
30+ A
Patrick Barton Suz
Joseph Mikalson Suz
William Dill Jr. Yam
Steven Burdette Yam
Tom Sonier Kaw
30+ B
Jeffrey Fleut Kaw
William Pybas Hon
William Martell Hon
Larry Soullier Hon
Thomas Miozzi Kaw
30+ C
Lee Sparks Hon
Barry Charbonneau Suz
Vincent D'Ambra Hon
Steven Bedient Suz
Paul Barbour Hon
35+ A
Joseph Mikalson Suz
Steven Burdette Yam
John Camelio Kaw
James Meenan Suz
Angelo Santaniello Hon
35+ B
Thomas Miozzi Kaw
Russell House Kaw
Michael Forget Suz
Wayne D'Lugozima Yam
Robert Baer Kaw
40+ A
James Meenan Suz
John Delgrosso Suz
Ronald Vincent Yam
John Weaver Suz
Gary Mikalson Suz
40+ B
Max Lawrence Hon
Christopher Johnson Suz
Robert King Yam
Robert Baer Kaw
Merle Monroe III Yam

Cross Country
1997 GNCC Tour
Mount Morris, PA
September 20-21

O/A
Scott Summers Hon
Fred Andrews Yam
Rodney Smith Suz
Randy Hawkins Yam
Jason Dahners KTM
PRO AA
Scott Summers Hon
Fred Andrews Yam
Rodney Smith Suz
Randy Hawkins Yam
Jason Dahners KTM
125/200 C
Bobby Hudnall Suz
Jeremy Morris Kaw
Jeff Melik Yam
Andy Grogg Kaw
Josh Rogers Kaw
200 A
Scott Phelps Kaw
Heath Bennett Yam
Curtis Bardonner Yam
Corey Parlin Yam
Syd Loveday Yam
200 B
Aaron Johns Yam
Ryan Rodgers Kaw
Jeremy Ash Yam
Tom Povenski Yam
Jason Johnson Yam
250 A
Barry Hawk Suz
Jim Jarrett Yam
Daryl Conner Yam
Ross Benson Suz
Todd Morain Yam
250 B
Chuck Woodford Kaw
Jonathan Wendell Suz
Andy Shea KTM
Jason Ring KTM
Brian Guetthoff Suz
OPEN A
Dave Gunn KTM
Michael Grizzle Hsb
Rodney Judson ATK
Richard Burbick KTM
Doug Whitmer Hon
OPEN B
Ricky Joyce KTM
Jason Jarvis KTM
Troy Wertz Kaw
Norm Richards KTM
Steve Linton KTM
250/OPEN C
Ricki McAtee Yam
Brad Hamrick Yam
Steve Bower Kaw
Ted Diss Hon
Dave Sheehan Hon
4-STRK A
Ronnie Burnfiled Suz
Harvey Whitaker Kaw
Darius Lattea Suz
John Grimm Hon
Scott Phillips Suz
4-STRK B
Billy Chapman Hon
Marty Michels Hon
Perry Peters Hon
Shane Munger Suz
David Reagan Suz
4-STRK C
Michael Murphy Hon
Tim Tolleson Hon
Kevin Quesenberry Hon
Don Beadling Hon
Albert Lash Hon
VET 30+ A
Thomas Carson Suz
Tim Shephard Yam
Jeff Murgel Yam
Tim Coombs Suz
Ronald Palermo Suz
VET 30+ B
Gerald Greene Yam
Clark Munger Suz
David Molnar Suz
Curtis Baldwin Yam
Kerry Jackson Yam
SR 40+ A
Richard Kresic Suz
Steven Hashman KTM
Robin Miller Yam
Mike McCarren Yam
Paul Michels ATK
SR 40+ B
Mark Mihalik Kaw
Richard Stroud Yam
James Vicheck Yam
Michael Schwartz Suz
Mark Yukevich Yam
S/SR 50+
Wayne Beatty Yam
John Gallagher KTM
Frank Erbe Yam
Joe Lojak Yam
Wade Summers Hon
SPTSMN
Stanton Barrett Suz
SCHBY
Matthew Bucher Yam

Supercross
Paris Dirt Trackers
Paris, TN
September 27
By Bonnie Burkeen

50
Branden Miller Cob
Hugh Falwell Cob
Austin Wells Cob
Kyle McReynolds Cob
Douglas Hall KTM
65
Kenny Dale Orr Kaw
Blair Miller Kaw
Branden Miller Kaw
Ben Crittendon Kaw
Steve Kissiar Kaw
85 JR
Brad Weiss Suz
Damon Prince Suz
Blair Miller Kaw
Kenny Dale Orr Suz
Casey Johnson Hon
85 SR
Clint Burkeen Suz
Chris Brill Yam
Derek Riley Kaw
William Devault Suz
Adam Phelps Suz
S/MINI
William Devault Kaw
Kory Cunningham Yam
Casey Johnson Hon
Adam Manning Kaw
SCHBY
Clint Burkeen Yam
Derek Riley Suz
Chris Brill Yam
Clay Sloan Yam
Justin Brown Yam
16/24
Jordan Moneymaker Yam
Devin Banks Yam
Chris Burkeen Suz
Darrell Blankenship Kaw
Michael Riffle Hon
BEG
Joey Bryant Hon
Jason Tomlinson Kaw
Will Cherry Suz
Cliff Todd Hon
Brad Jackson Hon
125 A
Jason Perry Hon
125 B
Chris Burkeen Suz
Justin Brown Yam
Dean McCroy Hon
Clay Sloan Yam
Chris Sweat Hon
125 C
Ben Farrell Hon
William Smallwood Yam
Timothy Kelly Hon
Wesley O'Conner Hon
Alan Weatherford Suz
250 A
Jordan Moneymaker Yam
Eddie Proffitt Kaw
Michael Riffle Hon
250 B
Marty Stinnett Yam
Timmy P'Poole Kaw
Shane Vaughn Kaw
Bonnie Ray Hon
Rick Tyler Kaw
250 C
Mike Shelton Yam
Mark Ingemi Kaw
Steven Harper Kaw
Michael Smith Kaw
Mike Ramey Yam
25+
Steve Ezell Yam
Tony Hendon Suz
Marty Stinnett Yam
Ronnie Ray Suz
Timmy P'Poole Kaw
30+
Steve Ezell Yam
Ronnie Ray Suz
Tony Hendon Suz
Mark Garrison Kaw
Mark Rast Yam
30+ B/C
Bonnie Ray Hon
Steve Harper Kaw
David Reasons Hon
Keith Erwin KTM
40+
Ronnie Ray Suz
Mike Shelton Yam
Pat Frieburger Hon
Rex Tyler Kaw
50+
Pat Frieburger Hon
Wayne Garrison Yam
Buddy Akers Suz
WMN
Kasey Powers Suz
Sherry Crittendon Kaw
Linda Fischer Kaw
Laranda Hall Kaw
Melissa Bailey Hon
200/4-STRK
Justin Fielder Hon
Justin Shelby Yam
Dan Owens Hon
Jeff Crouch Hon
Brad Tucker Hon
FARMBOY
Andy Rogers Hon
Jerry Pierpoint Hon
Kelly Pinson Hon
Greg Stalls Yam
James Wallace Yam

Motocross
CMMC Barona Oaks Motocross
Ramona, CA
September 28
By Stephanie Branch

P/W F/T
Zachary Reddie KTM
B.J. Hart Yam
Ryan English Yam
Kyle Corfman KTM
50 (0-6)
Michael Hall KTM
Christopher Loundsbury KTM
Steven Lewis KTM
Dakota Garner KTM
50 (7-8)
Bradley Baquial KTM
Clayton Murillo Cob
Steven Cerda KTM
Justin Morgan Cob
Cameron Corfman KTM
60 (0-8) BEG
Cory Branch Kaw
Michael Schlereth Yam
60 (0-8) OPEN
Chase Takacs Kaw
Steven Cerda Kaw
Kyle Spaulding Kaw
Cody Seevers Kaw
80 BEG
Justin Noble Kaw
Bobby Romero Kaw
Jeff Vaughn Hon
Javier Rodriguez Suz
Brandon McDonald Yam
80 STK (9-11)
Ryan Beat Hon
Tristan Kallas Hon
Bobby Romero Kaw
Justin Noble Kaw
S/MINI
Billy Laninovich Yam
Nick Tyree Yam
Robert Garner Hon
80 NOV STK
Nick Tyree Yam
Vito Casillas Yam
David Meyers Hon
Joey Navarro Kaw
80 INT
Billy Laninovich Yam
INTRO TO MX
David Kunkel Hon
Corey Dawson Yam
Trent Lewis Yam
Taylor Jones Kaw
Casey Barret Yam
125 BEG
Billy Arenone Hon
Ben Stampel Yam
Jason Bradford Kaw
Nick Hastings Kaw
Jennifer Nelson Kaw
125 (12-15)
Ryan McGee Yam
125 STK
Nick Casillas Yam
125 NOV MOD
Derek Chase Yam
Peter Scully Yam
Lance Castiglione Suz
Cory Mortensen Suz
Brandon Hamlett Hon
125 INT
Sean Thornton Yam
Daniel Nichols Yam
Wilson Nichols Hon
125 PRO
Dustin Nelson Yam
250 BEG
Steve Parker Yam
Eric Frankenberger Yam
John Mesa Kaw
Andrew Patton Hon
Chris Raymond Yam
250 NOV
Carl Chase Kaw
250 INT
Shawn Ellis Yam
250 PRO
Dustin Nelson Yam
OLD PHARTS (26-29) A
Scott Richeson Kaw
OLD PHARTS (26-29) B
Mickey Rogers Yam
Ron Lasco Hon
Charlie Skerlecz Kaw
Robert Hicks Hon
Paul Burkhimer Hon
OLD PHARTS (30-34)
Frank Aragari Kaw
Charles Baker Yam
Rob Mendenhall Kaw
Dean Herrera Suz
Eric Henderson Yam
OLD PHARTS (35-39)
C.J. Mangen
T.C. Brinegar Hon
Kevin Barret Kaw
Russell Straightleff Kaw
Jeff Pallulat Yam

Motocross
HLR MotorSports Park
Moberly, MO
September 28
By David Wood

50 AUTO JR
Austin Lindsay KTM
Clayton Bertrand Yam
James Berry Hon
Josh Calvin Lem
Joshua Gamer KTM
50 AUTO SR
Austin Jones Lem
65
Justin Pinckard Kaw
Hudson Burrus Kaw
Austin Jones Kaw
Jordan Finnigan Kaw
Brock Lindsay Kaw
85 BEG
Clinton Conrad Hon
James Branch Yam
Jeremy Whittaker Yam
Josh Lindsay Hon
Luke Lindsay Yam
85 JR
Ryan Howe Kaw
85 SR
Jacob Hope Kaw
William Shannon Kaw
Rikki Bates Kaw
Justin Riley Hon
Steve Waters Kaw
SCHBY
Joey Gibbs Kaw
16-24
Rick Harvey Kaw
Justin Schall Kaw
125 BEG
Edward Garner Kaw
Tim Beardsley Suz
Garitt Vallandingham Kaw
Gary Culp Yam
Greg Hunt Kaw
125 A
Clinton Miller Hon
125 C
Nick Gardner Kaw
Darrell Nichols Kaw
Jerry Lindsay Suz
Chris Hunt Kaw
Justin Riley Hon
250 BEG
Jeremy Bentley Kaw
Jeff Morgan Kaw
Chris Hunt Kaw
Tim Teeter Kaw
Jake Grgurich Hon
250 A
Clinton Miller Hon
Paul White Kaw
250 B
Jeff Lappe KTM
Mike Windmann KTM
250 C
Raymond Nold Hon
Stephen Farabee Hon
James Pinckard Kaw
Perry Marushak Hon
Rick Harvey Kaw
25+ B
Jeff Lappe Kaw
Clayton Shambaugh Kaw
30+ A
Paul White Kaw
30+ B
Stephen Farabee Hon
Perry Marushak Hon
Eddie Standley Hon
Doug Botkins Yam
John Ardrey Yam
40+
Dean Wallace Hon
OPEN B\C
Eddie Standley Hon
Jerry Lindsay Suz
Tim Teeter Kaw

Motocross
Riverfront Park
Marysville, CA
September 27
By Lori Spencer

50 MOD
Matthew Spencer
J.D. Moore
50 (7-9)
Stenson Womack
Brian Foster
Mason Womack
Chad Smith
Tyler Thomas
60 (0-8)
Matthew Spencer
Stenson Womack
Tony Nessler
60 (9-11)
Kyle Parino
Tony Lavezzo
Aaron Makinen
Brad Kelly
Doug Nessler
80 BEG
Bobby Meyer
Michael Carne
Gary Herrin
Aaron Makinen
Jason Wackerly
80 (12-14)
Steve Mertens
Matt Veerkamp
125 BEG
Matt Barber
Nick Blain
Curtis Wilson
Jimmy Stewart
Cam Foster
125 JR
Chris Wilson
Matt Schellhammer
Nate Williams
Andrew Chechourka
David Klingenbeck
250 BEG
Ryan Peterson
Ryan Shouse
Chadd Ristrom
Clint Hard
Corey Morris
250 JR
Dan Rutherford
Dan DeNuzzo
Mike Cordone
Waylon Hall
Mike Gorda Jr.
30+ BEG
Kim Darwazah
John Hughes
Stuart Nelson
30+ JR
Michael Nicholls
30+ INT
Sean Fries
40+ AM
Dan Ristrom
Randy Newton
Bill Willis
40+ MSTR
Mike Gorda Jr.

Cross Country
Texas Cross Country
Round 13
Bridgeport, TX
September 21
By Darryl Smith

MINI AM
Craig Pundt Kaw
Curtis Abbott Yam
James Shires Kaw
Curtis Pace Yam
Jamison Ainsworth Suz
MINI EX
Bryan Miller Kaw
Matthew Doughty Kaw
Jeremy Johnston Kaw
Chadd Kawata Hon
Clay Leaverton Kaw

Superiority.

Dunlop D207 GP

Very High Roller

With every spin of the wheel, more than hearts were racing in Las Vegas that day.

For 10 rounds, Doug Chandler put everything he had on Dunlops ... and let it ride.

Guess who came up the big winner.

Back-to-back AMA Superbike titles takes a little more than luck, of course.

But then, everything in life doesn't have to be a gamble.

Not as long as Dunlop makes tires.

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Simply the best for your bike.

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RESULTS

P/W 50
D.J. McMillon
Cody Johnson
Michael Thacker
Darren Attaway
Lauren Powell
P/W 60
Justin Stonecipher
David Attaway
Brian Gifford
Michael Thacker
Tyler Laske
SM/BK AA
Eric Hillhouse Kaw
Brian Barnes Yam
Aaron Gay Hon
Glen Boyett Yam
Chris Dejarneatt Yam
B/BK AA
Kirk Spencer Yam
Tom Robinson Suz
David Culpepper Suz
Bobby Southard KTM
Dana Wright Suz
PRO
Clay Hoenshell Suz
Tracy Anders Kaw
Brian Storrie Hon
Donnie McMillon Suz
Jim McQueary Kaw
OPEN AM
Sonny Russey KTM
Tommy Sizemore Kaw
Eric Eugster KTM
Steve Teese Hon
David Visniski KTM
OPEN EX
Marty Ishmael Kaw
Russ Clark KTM
Ron Daniel KTM
Bill Wright Hon
Joe Holmberg Hon
125 AM
Chris Baula Kaw
Pat Burroughs Yam
Don Hogan Kaw
Jeff Pennington Hon
Christopher Leonard Yam
200 AM
Robert Fry Kaw
Bruce Bevars Kaw
Douglas Montey Kaw
Matt Mauldin Kaw
Justin Ray Kaw
125/200 INT
Jeremy Cox Kaw
Mark D. Cloud Yam
Stephen Heatherington Suz
Jacob Cozby Yam
Dwayne Gensler Kaw
125/200 EX
Chris Abbott Yam
Matt Grubb Hon
John Powers Kaw
Nathan Eads Kaw
John Weber Yam
250 AM
Steve Dawson Yam
Lee Abels Yam
Christopher Martin Kaw
Eric Gifford Yam
Todd McClendon Kaw
250 INT
Kevin Virgil Kaw
Robert Bates Yam
Brian Fisher Kaw
James Tennyson Yam
Rick Hacic Kaw
250 EX
Danny Souder Yam
Will Pattison Kaw
Todd Hutson Kaw
Todd Gleason Kaw
Brent Shaw Yam
4-STRK AMM
Tony Byrne Hon
Terry Lee Hon
Rob Schriner Hon
Kristopher Lyle Reeves Hon
Robert L. Jones Hon
4-STRK INT
Steve M. Turner Hon
Shelby Linville Hon
Steve Channell Hon
Mike Garner Hon
Scott Shannon Hon
4-STRK EX
David Lucas Jr. Hon
Mike Moore Hon
Aaron E. Jones Hon
Dale Shields Hon
Phillip Gentry Hon
30+ AM
Mike Fry Suz
Scott Pomeroy Hon
Michael Sprong ATK
Robert Clark Yam
Robert W. Wilson Hon
30+ INT
Tommy Smith Yam
Howard Kirkgoad Kaw
Douglas Richard Suz
Wesley Yeargan Yam
Dan Joseph Kaw
30+ EX
Adrian Jacobs Yam
Marty Cathey Yam
Gregg Royar Suz
Danny Flowers Suz
Rickey Marsh Suz
38+ AM
Roy Thacker Suz
Tim McJunkins Suz
Charlie Bridges Hon
Richard Riggs Yam
Dale Tunnell KTM
38+ INT
Mark Bergman Suz
Jimmy Brigis Hon
John Essinger Yam
Roy Songy Kaw
Thomas Cade Yam
38+ EX
Mike Connell Hon
David McKelvy Hon
Tom Johnson Suz
Matt Trimmier Yam
Dan Burch Hon
45+ AM
Mike McKool KTM
David Lucas Sr. Kaw
Mike Cox Kaw
Mickey Hogan Kaw
John Johanson Suz
45+ INT
Mike Nalley Kaw
Chuck Matheny Yam
John Miera Hon
Danny Hagins Suz
Don Cannon Hon
45+ EX
Howard Butler G-G
Gene Pannell Kaw
Mike Gleason Hon
Perry D. Nettles Yam
Ronald Mullen Hon
50+ AM
Alvin Kephart Yam
Don Wilbanks Kaw
Grady A. Burch KTM
Max Brand Kaw
Skip Gove Yam
50+ EX
Loyd Morgan Suz
Dwight Leatherwood KTM
Bill Fleming Sr. Suz
Hazen Smith Hon
Jerry Boren Kaw
LDS AM
Mandy Davis Hon
Bonnie Lamb Hon
Summer Allen Hon
Marsha Wilbanks Kaw
Leslie Smith Kaw
LDS INT
Gina Montey Kaw
Laura Hamilton Hon
Patty Vowell Hon
Cindy Curtis Suz
LDS EX
Shelley Dixon Kaw
Bethany Jacobs Kaw
Tracy Kisor Kaw
Tracy Yeargan Yam
Shelly McMillon Kaw

Motocross
Sprout Patch Competition
Missouri State C'ship Series Race
Billings, MO
October 11

P/W (4-6)
Tyler Worthington
Seth Jacobs
Kasey Fisher
Tyler McConniel
Austin Lindsay
P/W (7-8)
Chase Francis
Tyler Wayt
Kurt Bax
Tyler Rennison
Alex Chesnut
60 (6-8)
Jeff Crutcher
Logan Swartz
Tyler Wayt
Dylan Tomlin
Coby White
60 (9-11)
Robert Busiek
Jimmy Albertson
Tanner Moore
Zach Evans
Nathan Prenger
80 (0-11)
Gregg Albertson
Jimmy Albertson
Robert Busiek
Jeff Crutcher
Zach Evans
80 (12-13)
Adam Young
Joey Gerbes
Wes Parr
D.J. Stansbury
Tyler McGauley
80 (14-16)
Tim Wilson
Branson Falkenbach
Kyle Bax
Jon Dunn
Steven Caskey
80 OPEN
Adam Young
Kyole Bax
Brett Fisher
Ryan Wohlberg
Mark Shafman
125 BEG
Jonathan Tomlin
Johnny Hinds
Ryan Shernaman
Beau Burnett
Josh Siebert
125 NOV
Joe David Jarvis
Drew Cunha
Tom White
Keith Hayden
Doug Milford
125 INT
Dusty Emerson
Brandon Stansbury
Scotty Clark
David Sampo
Dean Joslyn
125 EX
Lance Jones
Les Brandenburg
250 BEG
Ryan Shernaman
Brandon Baty
Levi Page
Bryan Wynn
Cyrus Swigert
250 NOV
Joe David Jarvis
Darrell Jackson
Roger Sparks
Rick Lisenbe
Doug Robertson
250 INT
Dusty Emerson
Scotty Clark
Randy Southard
Brandon Stansbury
Ryan Austin
250 EX
Les Brandenburg
Joe Drinnon
Jack Jones
SCHBY
Doug Milford
Chris Graham
Troy Wohlberg
Kenny Prince
Dustin Hampton
25+
Joe Drinnon
Jack Jones
Les Brandenburg
30+
Dennis Pollard
Doug Robertson
Derrick Porter
Donald Francis
35+
Mark Boren
Dennis Pollard
Bruce Clarke
Tom Prenger
Carl Dobson
40+
Dennis Pollard
Bruce Clarke
Dan Stansbury

Motocross
AMA District 14
Baja Acres
Millington, MI
October 5
By Fred Reynolds

125 A
Jonas E. Wildman Kaw
Jason M. Colby Yam
125 B
Joshua D. Long Suz
Dusty Wise Suz
Troy Harwood Kaw
Derek Rose Hon
Mark Bockheim Yam
125 C
Brandon Fritts Hon
Ricky Davis Yam
Frank Jungnitsch Kaw
Joe Reasoner Hon
Michael Pucci Suz
125 JR
Joshua D. Long Suz
Kyle Kohler Kaw
Timothy Hill Suz
16-24
Christopher Bridgman Yam
Dusty Wise Suz
Justin Brusseau Yam
Jonas E. Wildman Kaw
Brandon Fritts Suz
25+
Mike Himanek Hon
Robert J. Schulte Kaw
Aaron M. Apostol Hon
Dan B. Vanthomme Hon
Thomas Lee Barth Hon
250 OPEN A
Brett J. Smith Kaw
Jason M. Colby Yam
250 OPEN B
Christopher Bridgman Yam
Kyle G. McLeod Hon
Justin Thompson Hon
Trent L. Johnson Hon
Jeff L. Plawecki
250 OPEN C
Matthew Chick Hon
Svott Hayes Kaw
Joseph Porcelli Hon
Aaron C. Wischman Kaw
Allen Tibbits Hon
30+
Kreg Bigelow KTM
Craig M. Pickett Yam
Gary L. Seibert Suz
Robert J. Schulte Kaw
Richard M. Machniak Hon
35+
Craig M. Pickett Yam
Scott D. Currie Hon
Gary L. Seibert Suz
Kip B. Bigelow Yam
Max Marsh Kaw
40+
Gary Saya Hon
Daniel D. Carlton Suz
Brian D. Evans Yam
Mike A. Teagan Hon
Gordon Baird Kaw
50+
Robert J. Sweeney Kaw
Richard A. Robbins Kaw
Robert Nelson Hon
Robert McWilliams KTM
51 JR
Ethan Wright KTM
Austin Lett Cob
Dustin Droscha Cob
Michael Ross KTM
Matthew Parise KTM
51 SR
T.J. Auten Jr. Cob
Adam Harden Cob
Dominic Izz Cob
Zachary Banberg Cob
Brian Papst Cob
51 SS
Joshua Maidman Yam
Cody Taylor Yam
Wade Garris Yam
Turner Bradford
Nathan Damer Yam
60
Josh Lichtle Kaw
Eric S. Miller Kaw
Kyle Rothgeb Kaw
Corey Slavik Kaw
T.J. Auten Jr. Kaw
80 12-15
Kyle Kohler Yam
Jerod L. Whipple Hon
Tyler Wethington Kaw
80 7-11
Robby E. Wheeler Suz
Scotty Thomason Suz
Eric Baird Suz
Marcus Shaver Suz
Kyle Rothgeb Hon
80 C
Frank Jungnitsch Suz
Chad Hauser Kaw
Nathan Woodward
Nate Larsen Kaw
Paul C. Kosciolek Hon
NON-CUR
Justin Thompson Hon
Bryan Hamilton Suz
Ron Hayes Kaw
Gregory Farrar Hon
Brad Longowski Hon

Road Race
1997 NCMRRA C'ship
Round 7
Prairie City SVRA
Sacramento, CA
September 14
By Ken Callahan

STK
Jerry Johnson Yam
Eric Bateman Yam
Art Martinez Yam
Jack Alexander Yam
S/SPRT
Jerry Douglas Yam
Beau Wilke Yam
Dan Merlino Yam
Aaron Camp Yam
Ken Takeda Yam
S/BK
Brian Short Yam
Beau Wilke Yam
Jerry Douglas Yam
Dan Merlino Yam
John Greenly Yam
60 GP
Jerry Johnson Yam
Brian Short Yam
Rick Scott Hon
Ted Durham Yam
John Greenly Yam
80 GP
Dan Merlino Suz
Beau Wilke Suz
Jerry Douglas Yam
Brian Short Hon
Mike Cullen Kaw
NOV STK
Rob White Yam
Tony Meiring Yam
Kay Vetter Yam
Tyler Carson
Don Bazinet Yam
NOV S/SPRT
Thomas Aldredge Yam
Rob White Yam
Tony Meiring Yam
Dennis Dayton Yam
Jim Davis Yam
NOV S/BK
Stewart Barber Yam
Rob Abrams Yam
Richard Serne Hon
Joe Scott Yam
Jason Bala Yam
B/W
Mike Turner Hon
Bill Olive Hon
Chuck Rajewski Yam
WMN
Audrey Drachman Yam
Susan Clark Yam
Sam Merlino Yam
Laura Douglas Yam
Barb Landry Yam
MOD VET
John Greenly Yam
Ted Durham Yam
Art Martinez Yam
Don Clinger Yam
Laura Douglas Yam
NOV TRPHY DSH
Thomas Aldredge Yam
Rob Abrams Yam
Jason Bala Yam
Kay Vetter Yam
Jeremy Shima Yam

Motocross
T-N-T Racetrack
Milan, TN
October 5
By Bonnie Burkeen

50
Austin Wells Cob
Preston Seratt Lem
Justin Crick Yam
65
Kenny Dale Orr Kaw
Ben Crittendon Kaw
Steve Kissiar Kaw
Jared Vaeth Kaw
Jake Brown Kaw
85 JR
Damon Prince Suz
Kenny Dale Orr Suz
Ben Crittendon Kaw
Steve Kissiar Suz
Jeremy Vaeth Kaw
85 SR
Jamaal Bond Hon
Chris Brill Yam
Clint Burkeen Suz
Jacob Crossett Kaw
William Devault Kaw
SCHBY
Chris Brill Yam
Clint Burkeen Suz
Tony Schafer Hon
William Devault Kaw
Derek Riley Kaw
16-24
Chris Burkeen Suz
BEG
Andy Beard Kaw
Will Cherry Suz
Bryan Jennings Kaw
Darren Strickland Suz
Donnie Lewis Suz
125 A
Jason Perry Hon
125 B
Chris Burkeen Suz
Steve Nace KTM
Justin Brown Yam
Derek Riley KTM
125 C
Josh Cox Hon
Jamie Stavley Yam
William Smallwood Yam
Jason Stewart Yam
Jason Shell Yam
250 A
Steve Ezell Yam
Eddie Proffitt Kaw
250 B
Marty Stinnett Yam
Timmy P'Poole Kaw
Brandon Langhans Hon
Rick Tyler Kaw
25+
Marty Stinnett Yam
Steve Ezell Yam
Timmy P'Poole Kaw
Lonnie Evans KTM
30+
Steve Ezell Yam
Timmy P'Poole Kaw
Ronnie Ray Suz
Lonnie Evans Ktm
David Reasons Hon
40+
Ronnie Ray Suz
Mike Shelton Yam
Rex Tyler Kaw
200/4-STRK
Justin Fielder Hon
Dan Owens Hon
Trevor Haywood Hon
Vernon Decker Yam
Joyce Decker Yam

Road Race
1997 NCMRRA Fall
2-Hour Endurance Classic
Prairie City SVRA
Sacramento, CA
September 14
By Ken Callahan

OPEN
Wilke/Merlino
Cullen/Clinger/Tsegeletos
MOD
Turner/Serne
Kohler/Oliver/Buth
Harp/Merlino
50
Douglas/Greenly
Johnson/Hannas
Aldridge/Wong
Drachman/Johnson
Takeda/Dorsey

Motocross
Lightning Raceway
Tippicanoe, OH
October 5
By Sheila Stroud

JR P/W
Landen Rust Cob
Matt Scott KTM
Matt Stork KTM
Kyezer Jarvi KTM
Tyler Brwok KTM
SR P/W
John Szymanski Cob
Kyle Ditcher Act
Justin Vanfossen Cob
Kimberly Kocher KTM
Kenny Hunkus KTM
60
A.J. Hattery Suz
John Szymanski Cob
JR MINI
A.J. Hattery Suz
Gary Cottrell Hon
Greg Myers Kaw
Lee Westover Kaw
Rory Weber Kaw
SR MINI
Brian McVay Suz
Tyson Leggett Kaw
Tim Klase Yam
Travis Daugherty Hon
Joshua Kompa Kaw
S/MINI
Brian McVay Suz
Tyson Leggett Kaw
Travis Daugherty Hon
Tim Klase Yam
Matt Edwards Kaw
SCHBY
Larry Rust Yam
Casey Emshoff Suz
Nick Mima Kaw
Chris Emshoff Suz
John Swinderman Kaw
125 A
Jeff Willis Hon
125 B
Trent Heller Yam
David Smith Yam
Jason Pahanish Hon
Ryan Klein Suz
Nicholas Volk Yam
125 C
Scott Avon Hon
Matt Delpropost Suz
Rick Edgell Hon
Adam Bible Kaw
Jeremy Hinkus Kaw
250 A
Chad Lamb Kaw
250 B
Devin Norman Kaw
Jason Pahanish Hon
David Smith Yam
John Maley Yam
Brandon Jones Kaw
250 C
Chuck Bingham Hon
Bryan Santez Suz
Dan Walters Hon
Trevor Kirven Kaw
Brent Belsole Hon
OPEN B/C
Michael Icardi Hon
Bruce Blaney Hon
Andy Sczypts Hon
Dave Dietz Hon
John Pappa KTM
25+
Ty Myers Kaw
30+
John Maley Yam
Tim Jarni KTM
Stacey Snyder Hon
Johnny Young KTM
40+
Blaine Duecaster Kaw
Lonnie Wells KTM
Ed Marsh KTM
50+
Jerry Boyd Yam
WMN
Angela Eakin Hon
Kristen Crookham Hon
VINT
Chuck Emery Suz
James Kostival Hon
Joe Kimes Hon
Daryl Wagner Mon
BMBR
Bill Vanfossen Hon
Shannon Ridgay Hus
Scott Hayes Kaw
EXTRA
Nick Volk Yam
Phil Archer Kaw
Don Archer Kaw
Dennis Archer Kaw
Dustin Loy Yam

Road Race
1997 NCMRRA C'ship
Round 8
Prairie City SVRA
Sacramento, CA
October 5
By Ken Callahan

STK
Jerry Johnson Yam
Jonathan Flor Yam
Eric Bateman Yam
Tony Callen Yam
Miles McGowan Yam
S/SPRT
Dan Merlino Yam
Jerry Douglas Yam
Sam Johnson Yam
Aaron Camp Yam
Audrey Drachman Yam
S/BK
Jerry Johnson Yam
Jerry Douglas Yam
Brian Short Yam
Dan Merlino Yam
Sam Johnson Yam
60 GP
Jerry Johnson Yam
Brian Short Yam
Ron Hipkiss Hon
John Greenly Yam
Art Martinez Yam
80 GP
Dan Merlino Suz
Jerry Douglas Yam
Paul Kerr Kaw
Eric Kohler Yam
Mark Cozzens Suz
NOV STK
Jeremy Shima Yam
Jim Davis Yam
Don Bazinet Yam
Mike Nielsen Yam
NOV S/SPRT
Rob Abrams Yam
Scott Wilson Yam
Dennis Dayton Yam
Mike Nielsen Yam
Jeremy Shima Yam
NOV S/BK
Rob Abrams Yam
Richard Serne Hon
Sam Merlino Yam
Scott Wilson Yam
Paul Driscoll Yam
B/W
Ron Hipkiss Hon
Richard Serne Hon
Bill Olive Hon
WMN
Audrey Drachman Yam
Sam Merlino Yam
Susan Clark Yam
Barb Landry Yam
Laura Douglas Yam
MOD VET
John Greenly Yam
Micheal Ellsworth Yam
Ted Durham Yam
Laura Douglas Yam
NOV TRPHY DSH
Rob Abrams Yam
Dennis Dayton Yam
Jeremy Shima Yam
Scott Wilson Yam
Mike Nielson Yam

Motocross
AMA District 14
Baja Acres
Millington, MI
October 4
By Fred Reynolds

51 JR
Ethan Wright KTM
Matthew Parise KTM
51 SR
Adam Harden Cob
Brian Papst Cob
Kyle Bourdage Cob
Garrett Bradford Cob
Dominic Izz Cob
51 S/SR
Timothy Bloom Yam
Wade Garris Yam
Turner Bradford Yam
Kelse Offner Yam
Nathan Damer Yam
60
Corey Slavik Kaw
Kyle Rothgeb Kaw
T.J. Auten Jr. Kaw
Jerry Lorenz Kaw
Thomas Lee Templeton Jr. Kaw
80 (7-11)
Scotty Thomason Suz
Marcus Shaver Suz
Kyle Rothgeb Hon
Ryan M. Bougenvy Suz
Corey Slavik Kaw
80 (12-15)
Kyle Kohler Yam
Jerod L. Whipple Hon
Tyler Wethington Kaw
80 C
Frank Jungnitsch Suz
Nathan Woodward Hon
Chad Hauser Kaw
Justin Sessink Hon
Matthew Carpenter Kaw
125 JR
Joshua D. Long Suz
Derek Rose Hon
125 A
Jonas E. Wildman Kaw
Nicholas G. McNenly Suz
Jeff Aud Hon
125 B
Sebastian Szamiel Yam
Joshua D. Long Suz
Matt McCord Yam
Gary A. Radzicki Hon
Lance Shelton Yam
125 C
Brandon Fritts Hon
Raymond Medina Yam
Derek Huffman Kaw
Gary Fritts Hon
James Parkhurst II Hon
250 OPEN A
Craig Biland Suz
Richard P. Shearing Suz
250 OPEN B
Sebastian Szamiel Yam
Lyle R. Fleischmann Hon
Matt McCord Suz
Trent L. Johnson Hon
Kenneth J. Rabideau Kaw
250 OPEN C
Matthew Chick Hon
Ronald Roberts Suz
Daniel Whitney Kaw
David Waller Hon
Patrick J. Ursuy Hon
16-24
Jonas E. Wildman Kaw
Nicholas G. McNenly Suz
Christopher Bridgman Yam
Craig Biland Suz
Brandon Fritts Suz
25+
Donald Gillett Jr. Kaw
Gary A. Radzicki Kaw
Gary L. Seibert Suz
Gary Saya Hon
Wilfrid L. Hufton III Hon
30+
Kreg Bigelow KTM
Richard M. Machniak Hon
Mark A. Cheza Suz
Scott D. Currie Hon
James A. Lapaugh Hon
35+
James A. Lapaugh Hon
Kip B. Bigelow Yam
Scott D. Currie Hon
James Iversen Kaw
Darrel Hiltz Hon
40+
Gary Saya Hon
Mike A. Teagan Hon
Gordon Baird Kaw
William P. Harris Suz
Michael D. Beckwith Kaw
50+
Guy Winohradsky Hon
Ronald E. Sage Hon
Richard A. Robbins Kaw
Robert Nelson Hon
William FosterHon
NON-CUR
Daniel Hansen Yam
Bryan Hamilton Suz
Bradley Dalton Hon
Ron Hayes Kaw

Motocross
Shamrock Racing
District 14 1997
Women's Series
Points Standings
Michigan
By Norm West

50
Tiffany Long
Kelsea Offner
Stephanie Curtis
60
Blair Olson
Nichole Cheza
Doni Hendriksen
Brittany Partin
80
Sarah Whitemore
Leeann Osmialowski
Chris Schmitzer
Amanda Shands
Katie Stephens
Dawn Currie
100+
Darlene Schmitzer
Shellie Charboneau
K.C. Lambert
Lori Herbert
Chris Schmitzer
Katie Campbell
Jackie Shands

Send results of races ASAP after the event to: Results, Cycle News, P.O. Box 498, Long Beach, CA 90801-0498. Results should be typewritten, and include the type of event, name of race track, city and state where located, date of event, name of person submitting the material, the top five finishers in each class, and the brand of bike each finisher rode.

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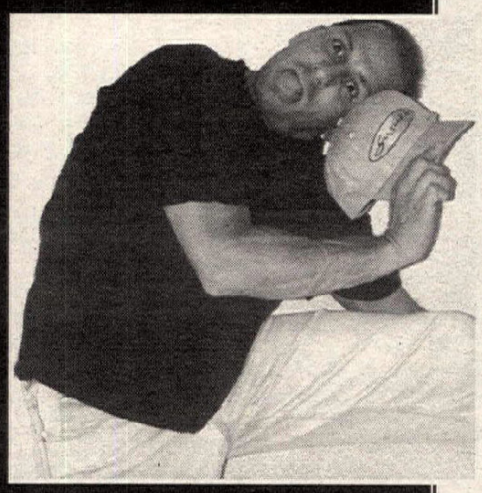
Motorcycle Mechanics Institute

Are the championships all won? Are the seasons all over? Are all the cowboys gone? NO! Racing continues on MotoWorld with, the Fall Motocross Series, the legendary Elsinore Grand Prix, the White Brothers Veteran World Championships and the Arenacross Series! Plus, championship profiles and in-depth interviews with some of your favorite racers and managers. Don't miss MotoWorld!

History is written by the winners and Jeff Emig wrote himself into Supercross history this season by becoming Champion. See how he did it! He wasn't even in the top five at the beginning of the season! See Emig win, see Emig lose, but see what made him a Champion! Only on the AMA Supercross Series this month!



MW2 Rev It Up goes racing as Jerry enters one of the toughest desert races on the planet! It's Las Vegas to Reno! Almost 200 miles of high-speed off road action across the scorching sands and high mountains of the Sierra Nevada! Can Jerry Win? Can Jerry finish? Can Jerry cook, or is that trained Italian chef line just a load of pasta?! Find out on MW2 Rev It Up! Then, Jerry returns to "Sin" city for the final round of the AMA Superbike Series in lovely Las Vegas, Nevada! Watch Jerry get the inside scoop on the fastest men on two wheels! Bite your nails wondering whether Doug Chandler can repeat as Superbike Champion! It's Superbikes in Las Vegas on MW2 Rev It UP!

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HUNGRY FOR ACTION?

HERE'S THE MENU:

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Date	Eastern Time	Description
10/2/97	3:00 AM	MotoWorld (R)
10/2/97	7:30 PM	MotoWorld
10/5/97	3:30 PM	MotoWorld (R)
10/5/97	11:30 PM	MW2 Rev It Up
10/8/97	3:00 AM	MotoWorld (R)
10/10/97	11:00 PM	MotoWorld
10/13/97	3:00 PM	Daytona Beach, FL Supercross (R)
10/14/97	2:00 AM	MotoWorld (R)
10/15/97	3:00 AM	MotoWorld (R)
10/16/97	3:00 PM	Las Vegas, NV Supercross (R)
10/17/97	7:30 PM	MotoWorld
10/18/97	2:00 AM	MotoWorld (R)
10/19/97	5:30 PM	MW2 Rev It Up
10/20/97	2:00 AM	MW2 Rev It Up (R)
10/22/97	3:00 AM	MotoWorld (R)
10/23/97	7:30 PM	MotoWorld
10/25/97	6:30 AM	MW2 Rev It Up (R)
10/26/97	2:00 AM	MotoWorld (R)
10/27/97	3:00 PM	St. Louis, MO Supercross (R)
10/28/97	3:00 PM	Pontiac, MI Supercross (R)
10/30/97	2:00 AM	MotoWorld (R)
10/31/97	7:30 PM	MotoWorld
11/1/97	3:30 AM	MotoWorld (R)
11/2/97	5:30 PM	MW2 Rev It Up
11/3/97	3:00 AM	MW2 Rev It Up (R)
11/4/97	3:30 AM	MotoWorld (R)
11/7/97	7:30 PM	MotoWorld
11/8/97	6:30 AM	MW2 Rev It Up (R)
11/10/97	3:30 AM	MotoWorld (R)
11/12/97	2:00 AM	MotoWorld (R)
11/13/97	11:00 PM	MotoWorld
11/16/97	1:00 PM	MW2 Rev It Up
11/16/97	12:30 PM	MotoWorld (R)
11/18/97	2:00 AM	MW2 Rev It Up (R)
11/20/97	2:00 AM	MotoWorld (R)
11/21/97	6:30 PM	MotoWorld
11/23/97	2:30 AM	MotoWorld (R)
11/26/97	2:30 AM	MotoWorld (R)
11/28/97	7:00 PM	MotoWorld
11/29/97	1:00 PM	MW2 Rev It Up
11/29/97	12:00 PM	MotoWorld (R)

THIS WEEK'S SPECIALS:

AMA Supercross Series

125cc 250cc AMA Motocross

MotoWorld

MW2 REV IT UP espn2

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Groovy

(Left) Dunlop invited the world motorcycling press to Phoenix International Raceway for a day of shredding its new D207 Sportmax on a variety of sportbikes. The tread pattern is said to mimic wear patterns of slick race tires and thus lengthen the life of the tire.
(Below) Performance of the D207s on the GSXR750 was good, sliding predictably and offering good feedback.
(Bottom) Honda's heavy and high-powered CBR1100XX taxed the rear D207 the most, showing classic big-bike wear patterns after some hard laps.

By Colin Fraser
Photo Kinney Jones

PHOENIX, AZ, OCT. 9-11

The world motorcycle press jetted into Phoenix for the launch of Dunlop's much-anticipated D207 sportbike rubber, riding a huge variety of machines over three days at Phoenix International's oval and infield road course. The importance of this new Dunlop tire line to the manufacturing giant's motorcycle lineup and marketing image was obvious: Almost 100 staffers and members of the media were involved in the week-long undertaking.

Stock street motorcycles on hand for tire testing included Honda's CBR600F3, VFR750 and CBR1100XX Blackbird; Suzuki's GSXR600 and GSXR750 (non-fuel-injected); Kawasaki's ZX-6R; ZX-7R and ZX-9R; Yamaha's YZF600, YZF750 and YZF1000; and two Buells. Ducati was a disappointing last-minute no-show.

Assisting the large contingent of Dunlop technical representatives were top AMA road race squads Kinko's Kawasaki, HyperCycle Suzuki, Team Oliver Yamaha and Erion Racing Honda. The race-team members set up the stock bikes' chassis for the race track and did much of the tire swapping. In addition, the second-tier works teams offered their supersport equipment for testing of the dominant R model D207 DOT dry-weather race rubber. Honda provided the biggest selection of street bikes, while the Erion crew had a total of five racers on hand.

Dunlop USA's national sales manager for Motorcycle Tires, Michael Buckley, made the company's intentions clear at Phoenix. "Globally, it's tremendously important," explained Buckley of the street D207 radial's introduction. "In Europe, the high-performance market segment creates such a pull-through for all the other products. In the United States, it's not as critical, because of our strong market share."

The racing version of the new tire, Dunlop's D207GP, made its official competition debut at Daytona last spring, and has dominated DOT-type racing in most countries around the world. In the United States, Jason Pridmore rode a Suzuki GSXR750 to the AMA 750cc Supersport crown using the D207GP, Miguel DuHamel earned the AMA 600cc Supersport title for Honda on 207s, and the NASB EBC Sport Bike crown went to Eric Wood's Dunlop D207GP-equipped Kawasaki ZX-6R.

For the first time in almost a decade, Dunlop's consumer-oriented "street sport" tires are now based on the race rubber, with development of the two products taking place simultaneously. According to the new tire's press material, the D207 "offers remarkable new technology and performance characteristics that set it distinctly apart from both its predecessors and the competition."

Several design elements derived from Dunlop's ongoing slick and DOT racing development programs are integral to the D207 Sportmax's construction. Dunlop calls the D207's cosecant-wave groove tread pattern unique, and racing insiders confirm the pattern is directly derived from slick wear patterns. This development is said to improve stability and dramatically reduce wear, allowing for softer compounds that improve both wet- and dry-road grip.

The cosecant groove shape first appeared at the 1989 World Superbike round in New Zealand, where a soft-compound intermediate racing tire won in wet conditions. The new street D207 Sportmax used the same basic wave groove pattern utilized on the D207GP racer.

In an explanation that had most journalists on hand giving up on their note-taking, Dunlop also explained its new styrene butadiene rubber (SBR) polymer-based compounding. This contains fine-grain carbon-black, again increasing grip while reducing wear. This SBR is a new and expensive development formerly found in race tires, mostly slicks. On rear D207s, the SBR polymer-based compound is also reinforced with silica, increasing traction in the wet.

CTCS is the four-letter acronym for Dunlop's new Carcass Tension Control System, another D207 breakthrough. In race-tire development, the carcass tension is revised constantly, and Dunlop explained that more tension on the sidewall and less tension across the tread face enhances stability, handling and grip. This feature comes into play particularly at high-lean angles, maintaining heightened stiffness between the tire's shoulder and bead. The lower-crown-area tension enhances ride comfort, making for a perfect trade-off in tire design.

The net result of these developments is a tire that is better in every way than its D204 street predecessor. With an increased contact patch at all lean angles, the tire is certainly more stable. These improvements are the result of an aggressive development program by Dunlop's on-track staff in France and particularly in Japan. Dunlop designers confirmed in Phoenix that the new D207 Sportmax has been tested back to back with rival manufacturers' rubber, in street and road conditions, as well as run against the racing D207GP.

The 10-turn road course at Phoenix International is a good place to test tires, its tight and twisty infield in sharp contrast with the flat-out run through the final turn's banked oval section, better known as NASCAR turns number three and four. The infield has hard braking and lots of point-and-shoot action, making precise steering input and feel vital. The final turn puts lots of heat into the left side of the tire, testing your confidence, as any 100-mph-plus, long-time-leaned-over, don't-look-at-the-wall bend is likely to do. The high-speed-entry, double-apex, decreasing-radius first turn also keeps the rider busy doing many things at once, making traction and steering stability paramount.

After we had a couple of sessions learning the track, an outing on the YZF600R got us in the mood for some heavy braking. The Yamaha showed great stopping performance as well as good lever feel at the venue's two hairpins. Braking feedback from the D207's was great: The tires howled but never let the wheel lock up. As with Honda's CBR600F3, the Yamaha's steering was light and crisp through the infield, offering lots of confidence.

Suzuki's GSXR750 placed larger demands on the rubber, providing more speed entering the daunting final turn. The GSXR750 seemed tailormade for the new rubber. Even when a wide passing effort put me onto a less-used portion of the track, causing the front end to slide at triple-digit speeds, a bit more throttle and no panic kept the GSXR750 off the wall. Some faster riders figured that the rear D207s were a little too prone to sliding at high speed on the big Suzuki, but

that was practically the only complaint anyone had with the new product.

Honda's VFR750 may not seem like the ideal motorcycle for the race track, but a stiff chassis, good midrange and abundant torque can sure be fun. The V-four really hooked up through the infield, and could be drifted through a double-apex infield turn as the rider began to pick up the VFR exiting the hairpin. Even with the higher weight and meaty midrange, the VFR caused little wear to the D207s during a fun 30-minute session.

The Yamaha YZF1000 has a reputation as a large bike with good handling, and a session with the four-cylinder proved that the D207 is well-suited to big-bore sportsters. Serious steering input was required through the infield, but the YZF always went where it was pointed. The brutal acceleration of the 1000 made the entry to the bowl a thrill, and knee-down through the NASCAR turn on the YZF was easier than one would imagine.

If absolute power corrupts absolutely, then the underutilized Honda CBR1100XX Blackbird in the garage should provide great entertainment. And it did, as long as you didn't get carried away through the tighter turns, when the weight and less-exact steering could make life interesting.

After a couple of laps to get the feel of the 1100, I started trying to hustle the Blackbird through the infield. In one sweeper where other machines tracked with ease over a barely noticeable bump, the Blackbird almost shook the bars out of my hand, launching into a tank-slapper. Just to be sure of the problem, I tried the same turn the next lap with the same result, and decided to slow down.

Backing off a few degrees, I concentrated on smoothing out my riding style and working on getting the most out of the big Honda's linked brakes. On a couple of occasions entering the hairpin, I managed to lock the rear wheel, but the big Blackbird wasn't going to stop with the front lever alone. At no time did these antics give me the feeling that I was going to lose control.

Going around the banking, you could really feel the weight and speed working on the CBR1100XX's Sportmax rubber. Immediately following a 20-minute session, the Blackbird's rear tire showed classic big-bike wear, exactly what the cosecant-wave groove tread pattern was designed for.

Amazingly, an inspection of all the rear tires in the fleet revealed that only the XX model monster Honda, not really a track bike, was showing that type of wear. The most impressive aspect of the D207, even given its great all-around performance, was the new Sportmax's superior endurance. Street riders who do track days, or who blitz their local canyons with regularity, will be pleased with the durability of this very-high-performance new rubber.

"I saw a lot of confidence in the product, and that's what you want to see," confirmed Buckley after the first portion of the tests. "Now we're going to market with a tire that's the same family as the one we raced. It's a long time since we've done that, and this is what we've been waiting for."

The brand-new Sportmax D207 line will be at distributors in January, 1998. Some of the more popular tire sizes will be built in Buffalo, New York. The new Dunlops will also come from France and Japan, with pricing the same regardless of the country of origin. CN

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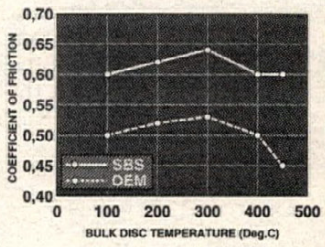

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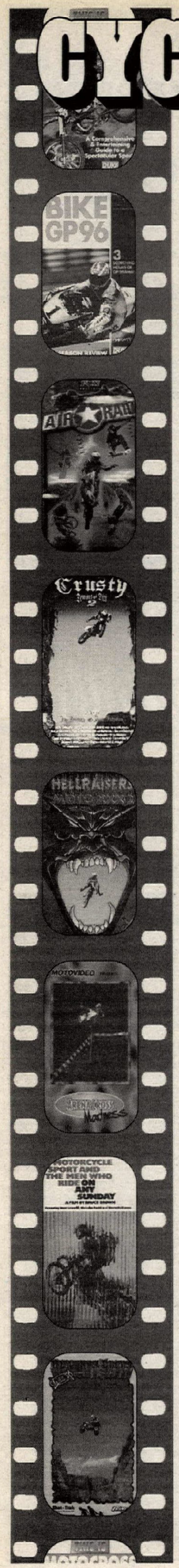

MOTOCROSS

(#7) The Evolution of Motocross
Gary Semics has put together the story of motocross' early days, highlighting 52 years of European and American racing. From the days when British dinosaurs ruled the roost to Jeremy McGrath on his CR250, you'll see it all in this 95 minute video from Gary Semics Video. **$42.95**

(#12) Dirt Devils
Roger DeCoster dissects some of the greatest MX battles: Axton '90 w/Cooper vs. Kiedrowski; Budd's Creek '90 w/Stanton vs. Ward; Mt. Morris '91 w/Stanton vs Bradshaw; Millville '91 w/Bradshaw vs. Bayle; Washougal '92 w/Swink vs. Emig. Additional "Hot Shots" focus on techniques for starts, passing and some spectacular crashes. Narration by Larry Maiers; 60 minutes from Powersports Video. **$33.95**

(#65D) 1994 Motocross des Nations
After 13 years of winning the "Olympics" of motocross, the American team came up second to the British champs. You'll see how it happened in this 90-minute show from Motovideo. **$29.95**

(#68) 1994 World 250cc MX Series Review
Highlights of all the rounds of the '94 250cc MXGP Series featuring Greg Albertyn, Stefan Everts, Donny Schmit, Yves Demaria, Marnicq Bervoets and Kurt Nicoll in their quest for the World Championship. 90 minutes from Motovideo. **$29.95**

(#149) 1994 Budd's Creek 250cc USGP
Team Pepsi-Honda's Yves Demaria shocked the American MX fans when he won the U.S. round of the '94 250cc World MX Championship Series at Budd's Creek, Maryland. Demaria led a massive European revolt eager to beat the dominant Americans at their own round of the World Championships. 47 minutes from Motovideo. **$24.95**

(#162B) '91 AMA Nat'l MX Season Review
Follow the 13 stops on the 1991 AMA National MX Series as Mike Kiedrowski duels with Guy Cooper for the #1 plate title honors; 250cc and 500cc action follow the dominance of J.M. Bayle over Stanton, Ward, and Bradshaw. Approx. 2 hours (2-tape package) from Powersports Video. **$42.95**

(#162C) '92 AMA Nat'l MX Season Review
The definitive video review of the 1992 AMA National 125, 250 & 500 Motocross Series. Narrated by Larry Maiers; 90 minutes from Powersports Video. **$34.95**

(#162D) '93 AMA Nat'l. MX Season Review
Follow the highlights of the 1993 outdoor Nationals in all 3 classes, from Southwick, Gainesville, Sacramento, Mt. Morris, Unadilla, Buchanan, Glen Helen, Troy, Millville, Washougal, Delmont and Binghamton in the chase for the 125, 250 and last-ever 500 AMA National MX crowns. 90 minutes from Motovideo. **$24.95**

(#162E) 1994 AMA Nat'l. MX Season Review
Narrated by Larry Maiers, it's all here-highlights of the entire 1994 AMA 250cc National MX Championship Series. 60 minutes from Motovideo. **$24.95**

SUPERCROSS

(#50) Arenacross Madness
An action-packed music video showcasing all the best features that have made Mike Kidd's AMA National Arenacross Series such a hit with motorcycle fans all over the United States. 30 minutes from Motovideo. **$24.95**

(#325B) Airtime - Thrills of Supercross
A review of each round of the 1992 AMA Camel Supercross series as Jeff Stanton, Damon Bradshaw, Guy Cooper, Jeff Matiasevich, Jeff Ward and the rest go for the gold. 60 minutes from Motovideo. **$24.95**

(#325C) All Crossed Up
This review of the entire 1993 Supercross season sees the emergence of Jeremy McGrath as "the greatest Supercross rookie sensation" in history. Trying to achieve his own personal record, Guy Cooper tries all season for his first AMA Supercross win in his farewell tour of the series. 1993 also marks the final year for Damon Bradshaw, as he turns in his early retirement. 60 minutes from Motovideo. **$24.95**

(#325E) Lightning Strikes Twice
A review of all 15 Coors Light Challenge rounds of the 1994 AMA Supercross Series as Jeremy McGrath steamrolled the 250cc class on the way to his second consecutive title. Also includes highlights of Eastern and Western 125cc rounds. 60 minutes from Motovideo. **$24.95**

(#325F) Supermac Attack
From Orlando to Las Vegas, follow Jeremy McGrath as he collects his third consecutive AMA-sanctioned U.S. Supercross Series championship in 1995. Includes highlights of 14 rounds with behind the scenes profiles on how it all happens. 60 minutes from Motovideo. **$29.95**

TOURING/ROAD RIDING CRUISING

(#106A) 50 Years of Daytona
400,000 enthusiasts descended on Daytona for the 1991 50th anniversary of Bike Week. See the "Main Street" & Harley scene from the biggest year ever. 60 minutes produced by Panacom from Progressive Design. **$22.95**

(#213) The Roads of Colorado
Actual footage of selected roads and points of interest throughout Colorado. This video makes an ideal tool for anyone planning a motorcycle trip through the Rockies. 90 minutes from L&M Productions. **$29.95**

ROAD RACING

(#9) U.S. Grand Prix 1988
Real Grand Prix road racing for the World Championship revives in America as Steady Eddie Lawson and Fast Jimmy Filice beat the best at Laguna Seca. From Powersports Video. **$33.95**

(#41) Bike Experience
Race with Wayne Gardner as you crouch over the handlebars of a 200 mph Grand Prix Honda in actual race conditions! 60 minutes. From Powersports Video. **$34.95**

(#78A) 1989 Bike GP Compilation
A review of the '89 FIM GP Road Racing season worldwide, as Lawson leads fellow Americans Rainey and Schwantz to sweep 13 US wins in 15 rounds. From Powersports Video. **$39.95**

(#78B) Rainey Days: 1990 GP Review
Follow Wayne Rainey's march to the title, from Suzuka to Phillip Island in this 105-minute blockbuster of an annual review. Probably the best Bike GP Review ever! From Motovideo. **$24.95**

(#78C) '91 GP Review: Another Rainey Day
Wayne Rainey dominates the GP Series for his 2nd consecutive World Championship. Excellent summary coverage from each circuit. 105 minutes from Moto Video. **$24.95**

(#81A) '90 Laguna Seca US Grand Prix
Rainey and Schwantz race clear of a crash-filled field featuring Lawson, Mamola, Gardner, Chili and Magee. 250cc action also included. 52 minutes from Moto Video. **$33.95**

(#81B) '91 Laguna Seca US Grand Prix
Different from the NBC/ESPN broadcasts, this video includes complete coverage & commentary of 500 & 250 classes, sidecars too. 52 minutes from Moto Video. **$14.95**

(#137) 1991 Daytona 200
Enjoy a race that lived up to its billing and provided a fitting 50th birthday celebration for the most famous event in American motorcycle racing history. 60 minutes from Motovideo. **$29.95**

(#248A) 1994 AMA Superbike Series Review
Troy Corser, Jamie James, Colin Edwards, Fred Merkel and the rest fight to the finish line in this highlight video of the '94 U.S. Superbike Series. 40 minutes from Motovideo. **$24.95**

(#248B) 1995 AMA Superbike Series Review
With all the familiar top names (Corser, Edwards and Russell) returning to the WSB wars after the first AMA round at Daytona, the Smokin' Joe's dynamic duo of Mike Hale and Miguel DuHamel stormed their way through the rest of America to return the U.S. Superbike Series title back to the Honda mantle. You'll see highlights from each round in this 47-minute show from Motovideo. **$24.95**

(#400A) 1994 AMA Superbike Series Review
Follow the highlights of each round of the '94 WSB Series as Ducati's Carl Fogarty takes his Ducati down to the wire for the World Championship against defending champion Scott Russell after a season-long battle, 60-minutes from Motovideo. **$24.95**

TRIALS

(#201A) 1996 NATC Trials: Illinois
The 2nd and 3rd rounds of the 1996 US National Trials Championship took place near Mount Olive Illinois. Mark Manniko claimed the 2nd round victory and Ryan Young won the 3rd round. 120 minutes from Technovideo. **$24.95**

(#202A) 1996 NATC Trials: California
Round #1 of the '96 NATC Series opened at the 26th Annual El Trial de Espana classic. This event was held in the high desert area of Lucerne Valley, north of San Bernardino, CA. Top 3 finishers scored only 1 point apart each! 120 minutes from Technovideo. **$24.95**

(#203A) 1996 NATC Trials: Tennessee
Rounds #3 & #4 of the 1996 US National Trials Championship at the Sequatchie Valley round near Jasper, TN. Set in beautiful wooded valley, conducted by SETRA. Rocky terrain helped Geoff Aaron return to his winning ways. 120 minutes from Technovideo. **$24.95**

(#204A) 1996 NATC Trials: Donner, CA
Donner Ski Ranch, located high in the Northern California Sierras hosted rounds #6 & #7 of the '96 series. Lots of rocky outcropping & phenomenal scenery had Aaron topping Young for the weekend and approaching his 3rd national title. 120 minutes from Technovideo. **$24.95**

(#208A) 1996 Wagner Cup World C'Ship Trial
The best in the world came to the Stepping Stone Ranch in West Greenwich, Rhode Island for round #4 of the 1996 World Championship Series. See the American force put on their best effort vs. the world talent of Jordi Tarres, Marc Colomer, Dougie Lampkin and the rest in this double-tape package. 4 hours from Technovideo. **$39.95**

SPEEDWAY

(#45F) 1996 U.S. Speedway National Championship
In one night, winner-take-all format, for the 27th consecutive year, the top 16 speedway racers from the United States meet at Orange County Fairgrounds in Costa Mesa, California. Bruce Flanders, Terry Clanton and Margo King call the action, with 6 camera locations on this exciting race. 60 minutes from RAZ Video. **$29.95**

DIRT TRACK

(#182) Smooth Moves
A review of the 1990 Camel Pro Series Championship, as Scott Parker and Chris Carr dueled all year for the title. 60 minutes from Motovideo. **$34.95**

VINTAGE

(#118) Enduring Memories
Original narrated footage of classic enduro competitions, including the 1962 & 1964 Jack Pine Enduro, and the 1959 Greenhorn Enduro. This video illustrates how the bikes changed the sport in just five years. 45 minutes from Motovideo. **$34.95**

ENDURO & DUAL SPORT

(#77) 1989 International 6-Day Enduro
The 64th Annual ISDE from Walidurn, West Germany. 60 minutes from Powersports Video. **$34.95**

(#95) Paris To Dakar 1989
For 21 days, 241 bikes, cars and trucks raced and struggled to complete the formidable transcontinental "raid". See all the highlights from the ground and the helicopter cameras in this toughest race of all. 60 minutes. From Powersports Video. **$34.95**

(#110C) 1993 Blackwater 100
This special extended-length Blackwater video brings you all the mud bogs, river crossings, and difficult mountainous terrain on the infamous Blackwater 100. Narrated by Larry Maiers. 77 minutes from Motovideo. **$24.95**

(#190) 1993 LA to Barstow to Vegas
Join over 400 riders in the biggest dual sport classic of the year. Enjoy this legendary trail ride on Thanksgiving weekend 1993 as they ride from Los Angeles (Colton), California on Saturday, and continue from Barstow to Las Vegas on Sunday. If you rode this event, you're probably on this video! 110 minutes from After Images Video. **$34.95**

(#210A) 1994 Colorado 500
Join celebrities such as Malcom Smith & Wally Dallenbach for this famous 1000-mile trail ride through Colorado's small towns and Rocky Mountains in late summer '94. 90 minutes from L&M Productions. **$29.95**

(#210B) 1995 Colorado 500
A review of some of the highlights of the first 20 years of the Colorado 500, along with a look at the 1995 ride, covering 800 miles of beautiful Rocky Mountain trail riding scenery. 90 minutes from L&M Productions. **$29.95**

(#211) 1994 Cycle News Loretta Lynn DS Ride
Get in on the springtime fun at this round of the '94 AMA National Trail Ride Series at the scenic Loretta Lynn's Dude Ranch in Hurricane Mills, Tennessee. 60 minutes from Kern Video Productions. **$29.95**

(#212) The Trails of Colorado MC Trail Guide
Highlights of 18 different trail systems throughout Colorado. Excellent primer for trail riding and dual sporting in the Colorado Rockies. 90 minutes from L&M Productions. **$29.95**

VIDEO MAGAZINES

(#11) Rick Johnson - Profile of a Champion
By John Bradley Entertainment. 78 minutes all about your favorite "Bad Boy." From Motovideo. **$24.95**

(#25) Coop: The Guy Cooper Story
The amazing saga of America's most infamous MX racing star. From his humble beginnings to his magnificent racing career, this show will take you on an emotional roller coaster. 45 minutes from Motovideo. **$34.95**

(#26) Dangerous Damon Huffman
Meet Damon Huffman at the crossroads of his career as he moves from Suzuki to Kawasaki, and see why he has been tagged as one of the most promising young racers to come through the ranks in years. You'll see Damon at Washougal for a private practice day, and interviews provide insight into this bright young star. 45 minutes from Motovideo. **$34.95**

(#57) Ride With Roeseler
It's a virtual-reality ride with Team Kawasaki's 10-time Baja 1000 winner Larry Roeseler! Join speedway legend Gene Woods and ESPN2's Jerry Bernardo for a hilarious visit to the Roeseler home, then on to harass Nationál Enduro Champion Ty Davis. Follow Larry Roeseler along on the trails he used to train to win 10 Baja 1000 events. Combine incredible scenery with great helmet-cam footage with an original music soundtrack for the best off-road riding video ever. 45 minutes from Motovideo. **$24.95**

FREESTYLE & CRASHES

(#10) Crusty Demons of Dirt
The original out-of-control freestyle video! Jam-packed with free riding, jumping, and aerial insanity all set to a hard rocking soundtrack. Includes one of the most talked-about video scenes ever: Seth Enslow's huge dune crash. Includes action with Jeff Emig, Jeremy McGrath, Ryan Hughes, Mike Metzger, Phil Lawrence, Larry Roeseler and more. (This is the "edited" version)...30 minutes. A Flesh Wound Film distributed by Fox Video. **$29.95**

(#10A) Crusty Demons of Dirt: 2
This sequel is loaded with hardcore riding, jumping, and aerial insanity, all set to a skate/rock soundtrack. Watch these riders go off!...Jeremy McGrath, Jeff Emig, Seth Enslow, Mike Metzger, Ryan Hughes, Joel Albrecht, Mike Healey and more. Locations include California, Oregon, South Africa, Nambia and Mexico. 40 minutes. A Flesh Wound Film distributed by Fox Video. **$29.95**

(#58) Sick Air
Get sick with "Sick Air!" Follow moto-maniacs Brian Manley, Rich Taylor, Phil Lawrence and others in search of the ultimate motocross adventure. Hot new music from Purple Bosco, Razed in Black, Bracket is your backdrop to the sickest footage ever assembled on one video. 30 minutes from Motovideo. **$24.95**

(#59) Get Off!
A high-energy compilation of all the best crashes from the Motovideo archives. Includes many never before seen "get-offs" that are truly incredible. Original killer soundtrack by Strung Out, Snuff, Wizo, Lag Wagon, and Bracket. 30 minutes from Motovideo. **$24.95**

(#60C) Spankin'
Includes footage segments from the 1995 AMA National MX Series, extreme riding with Brian Manley, Kyle Lewis, and Lance Smail, high-speed desert footage with Ty Davis, and a look at Yamaha's John Dowd. 32 minutes from EPI Video. **$24.95**

(#61A) Throttle Junkies
Join Damon Huffman, Mike Metzger, Mike Brandes, Craig Johnson, Brian Deegan, Nathan Fletcher and Larry Linkogle as they jam the carb needle to full tilt all over California. 30 minutes from Motovideo. **$24.95**

(#62) WhatUp!
The new generation video from Full Throttle Production that brings out insane aerial maneuvers by featured riders Ty Davis, Jeff Emig, Damon Bradshaw, Mike Craig, Damon Huffman, Ryan Hughes, Kyle Lewis, Phil Lawrence, Marty Smith, Rich Taylor, Ray Sommo, Nathan Fletcher, and introducing "Turtle." Original soundtrack by Royal Crown Review, Crux, Voo Doo Glow Skulls, MXPX, No Fun At All, Malfunction, Youth Brigade, NO FX, Pennywise, and Rancid. 30 minutes from Motovideo. **$29.95**

(#63) Motocross Wipeout
Hundreds of gnarly crashes featuring slow-motion replays with a music video format. Footage from motocross and supercross events around the country. 60 minutes from Motovideo. **$24.95**

(#66A) Crash and Burn III
The third in the series from Motovideo, featuring 30 minutes of crashes from Supercross, Enduro, and Motocross. **$24.95**

(#85) Gary Rothwell: Showtime
Gary Rothwell brings you the ultimate superbike stunt experience on this "official" video. Packed with high-speed wheelies, donuts, stoppies and includes Rothwell's 143MPH 'Ski' Record run skidding behind the bike on his feet. If you've ever seen Rothwell perform, this is a "must-have" tape. 30 minutes from Ray Horsman Enterprises. **$24.95**

(#120) Terrafirma
The original big air freestyle Fox video featuring wild antics by Doug Henry, Ezra Lusk, Robbie Reynard, Ricky Carmichael, Travis Pastrana, James Stewart, and the King of Rock n' Roll. Soundtrack by Pennywise, Alice in Chains, Lucy's Fur Coat, Future Sounds of London and Soundbox. 35 minutes from Fox Video. **$24.95**

(#120A) Terrafirma2
Incredible footage of Jeremy McGrath, Doug Henry, Steve Lamson, Robbie Reynard, Mike Metzger, John Dowd, Ezra Lusk, Ricky Carmichael, Pedro Gonzalez, and the late Donny Schmit. Soundtrack by Mad Season, Face to Face, Corrosion, Pennywise, and Sprung Monkey. 45 minutes from Fox Video. **$29.95**

(#120B) Terrafirma 3
Terrafirma is everything you'd expect in this series and MORE! More locations, riders and insanity! Filmed in France, Australia, Oregon, Utah, Maryland, Michigan, Tennessee, you'll see all the big names in motocross: Jeremy McGrath, Lamson, Metzger, Danny Ham, Dowd, Lee Hogan, Windham, Henry, Bradshaw, Ricky Carmichael. Over 30 minutes from Fox Video. **$29.95**

(#121) FLY
Check out this spring' 96 release from Fox...featuring Fox stars Jeremy McGrath, Damon Bradshaw, Mike Metzger, Doug Henry, John Dowd, Kevin Windham, and Serge Guidetty, pulling off incredible aerial maneuvers at places like the Paris and Anaheim Supercrosses, Glamis Dunes, Secret Honda Test Tracks, White Sands, Ocotillo Wells and Gatorback. Music by Single Gun Theory, Eric B. & Rakim, Sprung Monkey, SNFU, NoFX, and Shelter. 35 minutes from Fox Video. **$29.95**

(#122) Air Raid
The first and foremost ragin' hardcore footage in motocross, snowboard, wakeboard, BMX and surfing ever compiled in one video. Air Raid is a jam-packed assault of free riding, tube rides, jumping, crashing, and dogfights, with an awesome soundtrack. 35 minutes from Fox Video. **$29.95**

(#130) Performance Bikes: Video Nasty
Britain's biggest motorcycle magazine goes to video with a variety of sick, stupid, funny and dangerous ways of testing the fastest sportbikes on the continent. Features include viewer's crash videos, stuntmasters Gary Rothwell performing on his superbike, trials ace Jason Finn, group tests of 900 and 600 superbikes, the '96 Frenzy event, and more extreme superbike wheelies and stoppies than should be allowed on any pavement tape. 55 minutes from X-Factor. **$29.95.**

(#131) Disturbing the Peace
SMP presents a film by Pat Solomon which includes Seth Enslow, Jeff Emig, Brian Manley, Mike Jones, Larry Linkogle, Tim Ferry, Anthony Pocorobba and more, with a bizarre claymation series of scenes throughout. Soundtrack includes Suicidal Tendencies, Bad Religion, NOFX, Sublime and more. 35 minutes from X-Factor. **$29.95**

(#132) Moto-XXX
The debut video from Quick Fix Films featuring Mike Metzger, Kyle Lewis, Tommy Clowers, Brian Deegan, Jeff Emig and a whole cast of sick monkeys. Music by Lagwagon, Snuff, Good Riddance, NOFX, Strungout and more. Contains some explicit language and situations. 30 minutes by Quick Fix Films from X-Factor. **$29.95**

(#132A) Moto-xXx 2: Hellraisers
Quick Fix Films presents the sequel to the original Moto-xXx...living up to its image, this one's even more crazy than the first. Riders include Swink, Huffman, Taylor, Pichon, Willoh, Linkogle, Roncada, Pingree, Ramsey, and more. 32 minutes from X-Factor. **$29.95**

(#133) Horizontal
The first all-Aussie freestyle video features top Oz riders blasting dirt and sand dunes & getting massive air; also includes some watercraft and karting footage. Soundtrack includes tope Aussie bands. 32 minutes from X-Factor. **$29.95**

(#134) Organ Donors
Variety mixed with insanity is the theme of this video...Freestyle motocross, big wave watercraft action, snowmobiles blasting giant snow "dunes" in Alaska, big air on quads, trials tricks, and more. 40 minutes by Pat Solomon for Fusion Films, from X-Factor. **$29.95**

(#136) Quatros Locos
Remember what the original Crusty video did for free riding? This is the video that will do the same for quads. Until you see it, you have no idea what these guys can do. Filmed throughout the USA and in England and Thailand, you'll never dis these guys again. 30 minutes from X-Factor. **$29.95**

(#147B) Mud, Sweat & Gears
Wall to wall action with flying mud, endos, loop-outs, and crashes. Footage from Ohio's Treaty City Peace Pipe Enduro shows it's a worthy successor to the gone-but-not-forgotten Blackwater 100. 60 minutes from Motovideo. **$24.95**

(176A) Crash Impact II
Over 100 crashes & spectacular mishaps in a dozen categories of motorsports. 55 minutes from Powersports Video. **$24.95**

(#179A) Bike Wars
The most memorable moments of mayhem including Harleys, Superbikes, Dirt Track, Isle of Man, Hillclimb, Blackwater, Pro MX and more. 60 minutes from Powersports Video. **$29.95**

INSTRUCTIONAL AND TECHNICAL

(#13) Riding Motocross - Glover Style!
Six-time National MX Champ takes you to his secret tracks and shows you how to master the art. 60 minutes from Motovideo. **$24.95**

(#21) Fundamentals of Off-Road Riding
Dick Burleson covers suspension setup and fundamental riding technique. 42 minutes from Thumper Racing. **$38.95**

(#22) Advanced Techniques of Off-Road Riding
Dick Burleson explains advanced motorcycle setup and riding techniques for challenging terrain and obstacles. 26 minutes from Thumper Racing. **$33.95**

(#23) Practical Tire Changing
Dick Burleson shows how to make short work of changing off-road motorcycle tires, both with tubes and the popular bib mousse insert. 23 minutes from Thumper Racing. **$23.95**

(#30) Cartridge Fork Service & Tuning
Dirt Rider Magazine's tech editor Eric Gorr shows you how to do comprehensive service and tuning on Kayaba and Showa cartridge forks. Applicable to dirt and street bikes. Includes bonus 10-page manual. 95 minutes from Forward Motion Video. **$35.95**

(#31) 2-Stroke Engine Design & Tuning
Dirt Rider magazine's Eric Gorr demonstrates how to use TSR computer programs to design cylinder porting, combustion chambers and pipes. Learn how to use porting tools and a lathe to machine engine parts. Includes bonus 30-page manual. 120 minutes from Forward Motion Video. **$45.95**

(#32) Two-Stroke Engine Rebuilding
Eric Gorr demonstrates how to rebuild the lower end of 2-stroke dirt bike engines. Learn techniques for transmission diagnostics & repair, plus handy tips for installing crankshafts & bearings. Supplemental manual included. 75 minutes from Forward Motion Video. **$34.95**

(#33) Rear Shock Service and Tuning
This video service manual by Eric Gorr is geared toward Kayaba and Showa single rear shocks used on many modern off-road and sport bikes. Learn everything from routine service to trouble-shooting and revalving. Supplemental manual features many helpful tech article reprints plus a guide to parts sources. 75 minutes from Forward Motion Video. **$34.95**

(#34) 4-Stk Performance Tuning & Maintenance
Eric Gorr demonstrates engine rebuilding and performance tuning for Japanese 4-cylinder 16-valve street bike engines. Highlights include computer-based tuning software, flow testing, and porting techniques. 160 minutes from Forward Motion Video. **$44.95**

(#35) Gary Semics MX Techniques #1
Covers all the important techniques & shows how to practice them. Shows top pros using these techniques in race action. Slow motion and stop action make it easy to see and understand. 33 minutes from Gary Semics Video. **$32.95**

(#36) Gary Semics MX Techniques #2
More advanced than "Tape #1," expands & describes in more detail all the important techniques & fundamentals. Also shows what it takes to reach the top. 65 minutes from Gary Semics Video. **$42.95**

(#37) Gary Semics MX Techniques #3: Jumping & Whoops
Shows how to practice & master all aspects of jumping & whoops. Teaches approach speed, rear brake control, compression & rebound, clutch & throttle control, body movement, and foot placement. 40 minutes from Gary Semics Video. **$42.95**

(#38) Gary Semics MX Techniques #4: The Difference Between Amateurs & Pros
Jeremy McGrath's personal trainer, Gary Semics, uses his new 4-step video process to teach you the not-always-obvious differences between the best riders - and everyone else. Featuring footage shot in early '96, you'll see where Jeremy and other top riders train during the winter. Whether you plan to make MX a fun hobby, or become a full-on pro, the main objective of this video is to make you a better rider. 60 minutes from Gary Semic Video. **$42.95**

(#101) Mental Edge
Race Tech's Paul Thede explains why and how to condition your mind to become a faster off-road and motocross rider by "learning how to learn." 23 minutes from Race Tech. **$41.95**

(#108) A Twist of the Wrist
The definitive road riding & racing instructional video by Keith Code of the California Superbike School. This video translates the book into 14 sections to make you visualize with crystal-clear understanding the art of pavement technique. 107 minutes from Motovideo. **$44.95**

(#170) Sweet Spot Video Library Set
Six tape set of instructional/technical sportbike performance videos covering "Track Preparation," "Tires, Chassis & Suspension," "Carburetion & Exhaust Systems," "Performance Systems," "Dialing In," and "Motorcycle Hygiene," featuring instruction from motorcycle performance industry experts on each topic. Total time all 6 tapes, 9 hours & 45 minutes from Diversified Media. **$204.95**

(#171A) Sweet Spot Video: Track Preparation
Covers: Rider safety equipment (leathers, body armor, boots, gloves, helmets, face shields); motorcycle bodywork (replacing original stock bodywork and fitting with fiberglass, finishes, fasteners, what to remove for the race track, catch bottles, number plates); custom painting helmets; tech inspections. Featured experts are Stoughton Smead of Motorace/Dainese; Troy Kirkpatrick of TK Designs; Gary Lenzmeier of Body by Northstar; Jim Leonard of Vance & Hines; Rick Marlin of Fog City; and Al Hathaway, LRRS Chief Technical Inspector. 113 minutes from Diversified Media. **$29.95**

(#171B) Sweet Spot Video: Tires, Chassis & Suspension
Covers: Suspension preparation (preload, damping, rebound, compression, sag, trail, ride height with effect to chassis alignment); front forks (oil weight, springs, valving); tire tread pattern (DOT vs. race, compound, carcass, wheel size and tire size, profiles, tire development, radial vs. bias, grip and surface patch, expense, scuffing a new tire, tuning the tire, heat cycles, pressures, pyrometers, braking, tire warmers). Featured experts are Dale Rathwell, Yamaha Suspension Engineer; and Ken Williams of Michelin Tire. 90 minutes from Diversified Media. **$43.95**

(#171C) Sweet Spot Video: Carburetion & Exhaust Systems
Covers: Aftermarket exhaust systems (pipes and mufflers, slip-ons vs. stock mufflers; carburetion (carburetor jetting, setting float levels, relationship between mixture screws and synching carbs, selecting the proper jet kit, how to use carb sticks and 4-gas analyzers). Featured expert is Marc Salvisberg of Factory Professional Tuning. 110 minutes from Diversified Media. **$43.95**

(#171D) Sweet Spot Video: Performance Systems
Covers: Oils & fluids (petroleum vs. semi-synthetic vs. fully synthetic, engine cleanliness, oxidation, break-in/seating time period and method, viscosity, lubrication & horsepower, heat transfer, additives, fork oils, storage lubricants); cooling systems (water wetter, chassis lube); drive train (chain 520 vs. 530 conversion, O-ring vs. non O-ring, master link vs. rivet, chain tension adjustment, sprockets, brake and clutch lines, brake pads, brake fluids, rotors, ignition advancer); safety wiring. Featured experts are Cliff Sherlock of Red Line Oil and Jim Leonard of Vance & Hines. 100 minutes from Diversified Media. **$39.95**

(#171E) Sweet Spot Video: Dialing In
Covers: Trackside tuning; dialing in the bike for rider's style and track conditions; suspension; jetting; tire tuning; and gearing (includes on-board video). Featured experts are Kurt Hall, 18-time national sprint champion and national endurance champion; Lawrence Bolton of Dynojet; Jeff Johnston of Metzeler Motorcycle Tires; Dave Schlosser of Dutchman Racing; and Jim Leonard of Vance & Hines. 90 minutes from Diversified Media. **$44.95**

(#171F) Sweet Spot Video: Motorcycle Hygiene
Covers: Cleaning the motorcycle (products and finishes); winterizing and storage (lubricants, fuel system, carburetor, battery, bike finish and storing, apparel); prepping your bike for new season (inspection and servicing of tires, oils, fuel and starting). Featured experts are Rob Douglas of BIS Imports and Jeff Haynor, the series host. 60 minutes from Diversified Media. **$24.95**

MOVIES

(#138) Easy Rider
This is the classic youth film of the 1960's which reflected the attitudes and longings of an entire generation. Two motorcyclists (Peter Fonda and Dennis Hopper) embark on a coast-to-coast odyssey in search of the real America. 94 minutes from Progressive Design. **$37.95**

(#139) The Wild One
What's Johnny rebelling against? "What have you got," he sneers as an angry young Marlon Brando scorches the screen in this powerful '50s cult classic. 79 minutes from Progressive Design. **$37.95**

(#140) On Any Sunday
Bruce Brown's classic 1971 film which covers virtually every form of motorcycle competition from the AMA's Grand National Tour to Motocross; Desert Racing to Ice Racing; the ISDT to the Widowmaker Hillclimb; the Bonnneville Salt Flats to the Elsinore Grand Prix- 90 minutes from X-Factor. **$44.95**

(#141) Legacy
Join Roger DeCoster, Bob Hannah, Jeff Ward and Rick Johnson as they reminisce about their careers and epic battles as this film threads its way throughout the evolution of motocross from it's roots in the early 70's to the star-studded 90's. No true motocross fan should be without this video. 70 minutes from X-Factor. **$34.95**

(#181) Heavy Duty: 90 Years w/ H-D
An all-around look at the H-D mystique, from the 90th anniversary celebration in Milwaukee to Sturgis and Daytona; a look at the various big twin designs, a tour of the Milwaukee factory, custom built Harleys and racing, too...Harley drag racing, dirt track and road racing, including some spectacular crashes. 70 minutes by Duke, from White Star Video. **$32.95**

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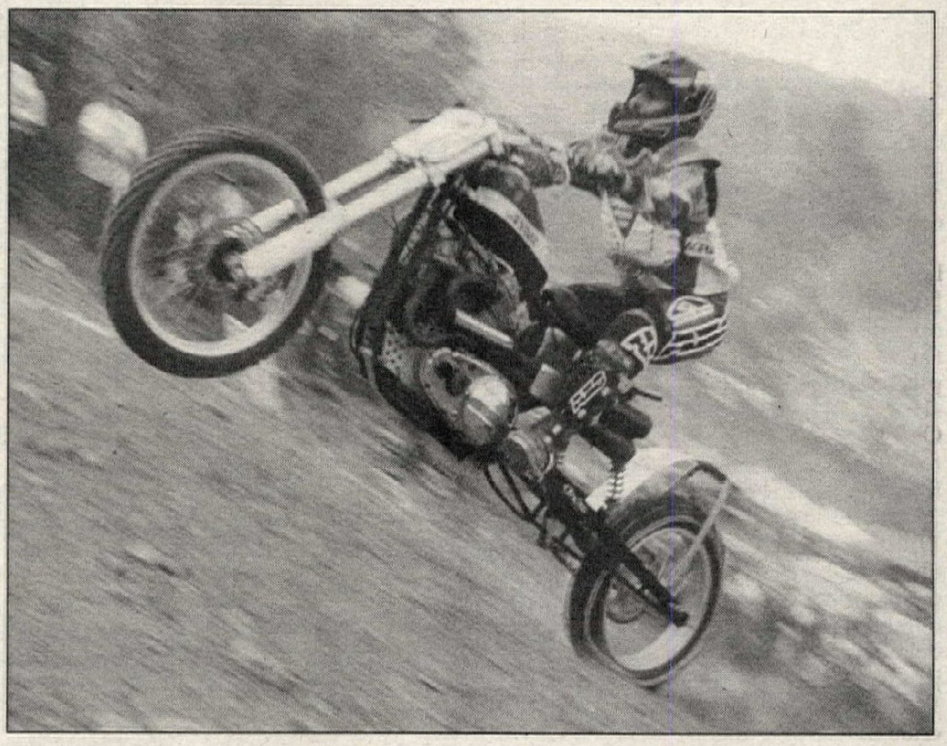


(Left) Though he only raced to a sixth-place finish at the season finale at Devil's Staircase, James "Jammer" Large did enough to claim the AMA 800cc National Hillclimb Championship in his rookie year in the class.
(Above) Jason Petty set fast time of the day en route to winning the 800cc class with a time of 7.564 seconds.
(Below) Paul Pinsinnault wound up tied in points for the 540cc-class title. He ended up taking the championship by virtue of his five second-place finishes in the series this year.

Large crowned, Petty plays on the stairs

By Jay A. Herndon, S.L. Photo

OREGONIA, OH, OCT. 12

Pro USA Team rookie James "Jammer" Large took the National Championship in the 800cc class by a six-point margin over Greg Williams, while Jason Petty took the Devil's Staircase to the cleaners, winning his second AMA National Championship hillclimb when the series made its final stop at the Devil's Staircase.

The 540cc-division points battle ended with Rick Soter and Paul Pinsonnault tying for the championship - but going by the total number of wins and second-place finishes, the championship went to Pinsonnault, who finished third overall for the day's event behind the day's winner, Terry Thompson, and second-place finisher Rick Soter.

The last stop on the professional hillclimb circuit was held in the town of Oregonia, Ohio. Held on the farm owned by the Fritz Powell family, the Oregonia hillclimb was hosted by the Dayton Motorcycle Club, which will be celebrating its 50th year of sponsoring hillclimbs next season. Boasting one of the largest crowds and more prize money than any other event this year, the club presented the usual well-prepped hill. It again consisted of four jumps, the first one cresting at the 50-foot mark, the second at 170 feet, the third at 240 feet and the fourth at the 370-foot mark, with the timing light set at 450 feet.

540CC

Drawing the first ride on the hill, Harry Schreiber started off the field of 29 riders in the 540cc class. Staying left, Schreiber wheelied through the lights, recording a 9.600 for his first ride. He returned in round two, this time using a centerline approach. Getting pushed out of shape off the second jump, he regained the line as he dialed the BSA on. Fighting off a light front end, Schreiber set down in time for the fourth jump. He dialed it on to clock an improved time of 9.229 - not fast enough to elevate him from 15th position.

Defending champion Pinsonnault, coming center out of the starting box, used plenty of body language to get over the first jump. Staying center over the second and third jump, Pinsonnault floated the front wheel. Setting down, Pinsonnault launched for the lights, flying off the fourth jump. Wheelying through the lights, he clocked an impressive 8.654, but the time was not fast enough to take the lead, as Scott McNeely sat atop the leaderboard for most of the round until Terry Thompson's first-round run.

Round two for Pinsonnault proved faster, as he chose a centerline run up the staircase. Clicking off the jumps, Pinsonnault roosted all the way through the lights, improving on his earlier ride with an 8.532 - fast enough to beat Thompson. Thompson came back, however, to beat Pinsonnault out of first place while Soter pushed his way to second by day's end.

Thompson, from Laurelville, Ohio, came out of the left side of the pit, pulling an excellent holeshot. He then clicked off the jumps, getting air and distance from each one. Wheelying through the light with the throttle pinned, Thompson clocked an 8.579, fast enough to bump McNeely and Pinsonnault down one slot and keeping him in first place until the second round. But after Pinsonnault's second ride knocked Thompson off the top of the chart, Thompson was forced to ride again. Using a lot of body language, Thompson got his fuel-injected BSA hooked up, clicked off the stairs like he was on a pogo stick and ripped to the top of the hill with a fast time of 8.056 to take top honors. It was Thompson's third National win this season.

But the championship was still on the line, and Soter was hungry for it. Using a far-right-side approach, Soter left the log hard, catching a rut and kicking out to the right, crossing up as they flew off the first jump. Quick to recover, Soter found the centerline groove as he hammered out the rest of the jumps and wheelied over the top, clocking a 9.630.

Soter's return trip to the staircase proved faster. Using the center line, he drifted only slightly left as he motored the stairs. To win the championship, though, Soter needed to beat Pinsonnault by two positions. Clocking an 8.372, he wound up right between Thompson's and Pinsonnault's times to take a second-place finish and tie with Pinsonnault for the championship. With both having two National wins, and Pinsonnault having five second-place finishes and Soter two, the number of second-place finishes was the deciding factor that gave Pinsonnault the championship.

800CC

Starting the 800cc class aboard his BSA, Paul Zander chose the centerline groove. Launching hard, Zander logged a lot of air time off the first jump. Landing with the throttle dialed on, he stayed in the center off each jump, each time gaining speed and distance. Zander cleared a good 60 feet off the fourth

jump as he blasted the lights with a 7.760 time. He held the fast time until round two, when Jason Petty blistered the hill, setting the time of the day. Zander's second assault on the staircase proved slower, with a 7.796. The first ride still secured Zander his third second-place finish this year.

Greg Williams utilized a lot of body language to negotiate his first jump. Looking to settle into a groove, Williams opened the throttle as he approached the third and fourth jump. Getting pushed out to the far left, he kept the stretched four-cylinder wound up. Quickly regaining his line, Williams roared over the top as he wheelied away from the lights to record a time of 8.686.

To win the National Championship, Williams needed to finish 10 positions ahead of James Large, or at least nine positions ahead to tie. Williams' second climb looked fast. He wrung the four-cylinder for all it was worth over the last jump. Blasting through the lights, Williams clocked a faster 7.811 - not fast enough to win, but good enough to take third place. Williams would finish the year in second place, six points behind Large.

Blasting onto the Devil's Staircase, Petty got an airy exit off the first jump. Coming off the second jump, Petty couldn't hold on as the bike shot out from under him, and he took a distance of 190 feet for his first ride. Round two proved more fruitful as he pushed the Gerencer-built Harley-Davidson to its limit. Pulling a good holeshot, Petty skipped through the course, making the climb up the staircase look easy. He powered over the top to clock a 7.564, enough to set fast time of the day and earn his second National win.

Large placed sixth for the day. The "Jammer" put together two solid climbs, clocking an 8.048 for his first ride and an 8.380 for his second. He only needed to finish within seven positions of Williams, and with a sixth-position finish for himself and a third for Williams, rookie Large claimed his first National Championship, with 126 points to Williams' 120. CN

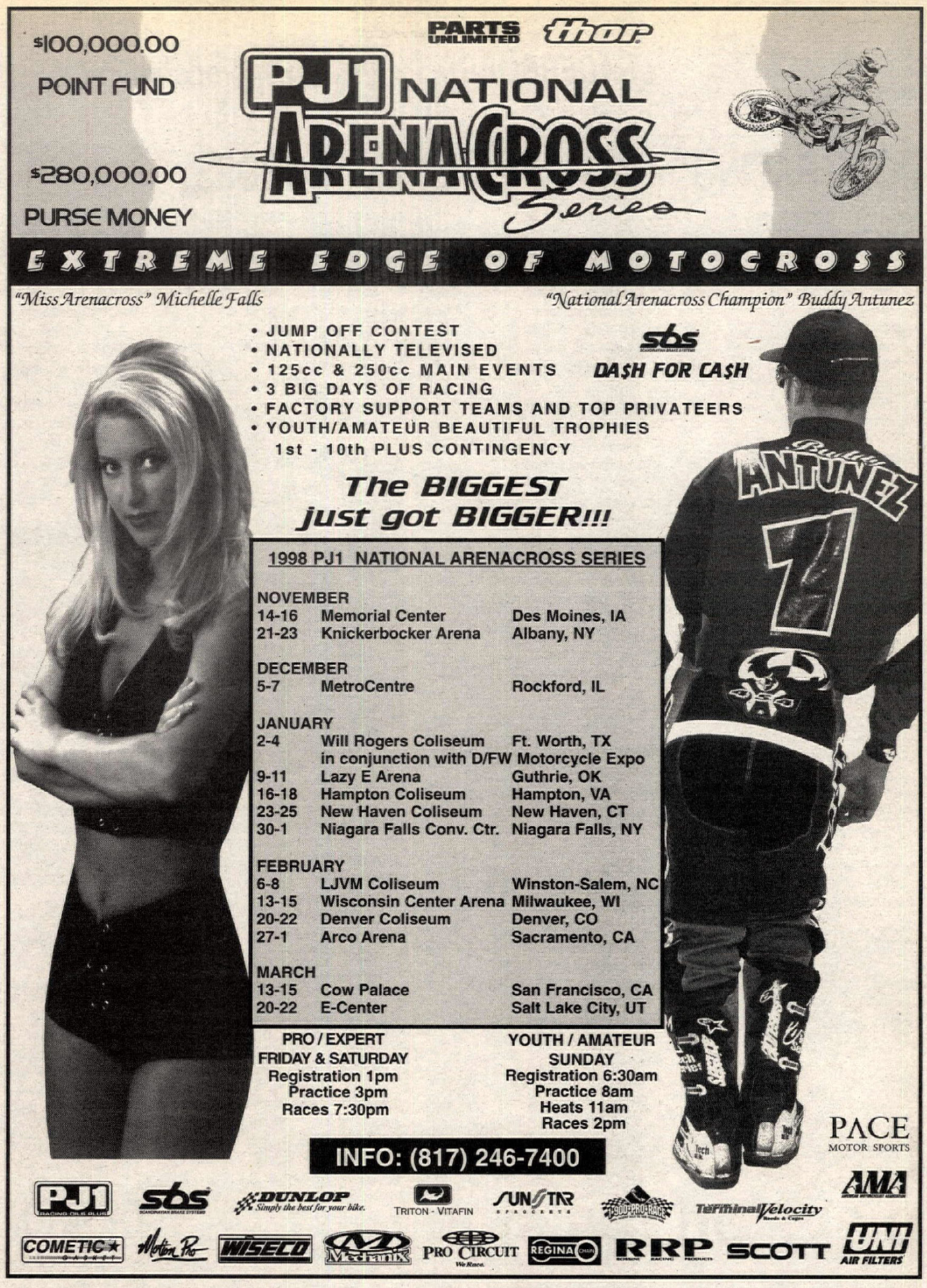
Devil's Staircase
Oregonia, Ohio
Results: October 12, 1997 (Round 11 of 11)

540: 1. Terry Thompson (BSA); 2. Rick Soter III (BSA); 3. Paul Pinsonnault (Hon); 4. Scott McNeely (Hon); 5. Tim Frazier (BSA); 6. Paul Lowe (Kaw); 7. David Watson (Hon); 8. John Hamilton (Tri); 9. Phil Libhart (Tri); 10. Mike Wilson (Kaw); 11. Chad DisBennett; 12. Michael Templeton (Kaw); 13. James Zucco (Kaw); 14. Alan Hoskins (Hon); 15. Harry Schreiber (Kaw); 16. Chris VanHyning (Tri); 17. Anthony Smoot (Kaw); 18. Chris Brown (Hon); 19. Kevin Zucco (Kaw); 20. Mike Pulver (Hon); 21. Roger McNeely (Hon); 22. Randy Dillion (Hon); 23. Walter Herrick (Suz); 24. Jack Macauley (Hon); 25. Jeremy Thomas (Yam); 26. Jim O'Connell (Hon); 27. Cathy Templeton (Kaw); 28. John Hislop (BSA); 29. Mike DeBusk (BSA).

800: 1. Jason Petty (H-D); 2. Paul Zander (BSA); 3. Greg Williams (Hon); 4. Willie Price (H-D); 5. Rodney Williams (H-D); 6. James Large (H-D); 7. Steve Dresser (H-D); 8. Glendal Petty (H-D); 9. Jeff Thomas (Yam); 10. Rodney Smith (Yam); 11. Mike Shobert (Tri); 12. Robert Shreiner (Kaw); 13. Bob Templeton (Kaw); 14. Bob Castledine (H-D); 15. Beese Wendt (H-D); 16. Curt Snelling (Hon); 17. Wallace Fowler (Suz); 18. Wade Williams (Hon); 19. Russell VanderVeen (H-D); 20. Aaron Brown (Suz); 21. Mark Swem (BSA).

AMA 540cc NATIONAL HILLCLIMB CHAMPIONSHIP SERIES POINTS STANDINGS (After 11 of 11 rounds): 1. Paul Pinsonnault (143/2 wins); 2. Rick Soter (143/2); 3. Terry Thompson (104/3); 4. Scott McNeely (102/1); 5. David Watson (100/1); 6. Paul Lowe (94); 7. Michael Templeton (87); 8. Ted Wilkins (86/2); 9. Michael Pulver (78); 10. Mike Wilson (49); 11. Tim Frazier (44); 12. Tyrone Sm0ot (33); 13. Phil Libhart (31); 14. John Hamilton (30); 15. Ralph Kreeger (25); 16. (TIE) Alan Hoskins/Chad Disbennett (24); 18. Kevin Zucco (23); 19. (TIE) Chris Brown/Harry Schreiber (19).

AMA 800cc NATIONAL HILLCLIMB CHAMPIONSHIP SERIES (After 11 of 11 rounds): 1. James Large (126/1 win); 2. Greg Williams (120/2); 3. Willie Price (117/5); 4. Steve Dresser (116); 5. Jason Petty (110/2); 6. Paul Zander (109); 7. Rodney Williams (108); 8. Glendal Petty Jr. (97); 9. Bob Shreiner (75); 10. Russ VanderVeen (64); 11. Rodney Smith (41); 12. Jeff Thomas (35); 13. Bob Castledine (31); 14. Bob Templeton (28); 15. Wallace Fowler (27); 16. Beese Wendt (22); 17. Aaron Brown (18); 18. Lou Gerencer Jr. (16); 19. Mike Schobert (14); 20. (TIE) Chuck Myles/Wade Williams (13).



LEADERBOARD

1997 Championship Point Standings

ROAD RACING

FIM 500cc WORLD CHAMPIONSHIP SERIES
(After 15 of 15 rounds)

1. Michael Doohan (Hon), Australia (340/12 wins)
2. Tadayuki Okada (Hon), Japan (197/1 wins)
3. Nobuatsu Aoki (Hon), Japan (179)
4. Alex Criville (Hon), Spain (172/2 wins)
5. Takuma Aoki (Hon), Japan (134)
6. Luca Cadalora (Yam), Italy (129)
7. Norifumi Abe (Yam), Japan (126)
8. Carlos Checa (Hon), Spain (119)
9. Alex Barros, (Hon), Brazil (101)
10. Doriano Romboni (Apr), Italy (88)

FIM 250cc WORLD CHAMPIONSHIP SERIES
(After 15 of 15 rounds)

1. Max Biaggi (Hon), Italy (250/5 wins)
2. Ralf Waldmann (Hon), Germany (248/4 wins)
3. Tetsuya Harada (Apr), Japan (235/3 wins)
4. Olivier Jacque (Hon), France (201/2 wins)
5. Tohru Ukawa (Hon), Japan (173)
6. Loris Capirossi (Apr), Italy (116)
7. Takeshi Tsujimura (Hon), Japan (109)
8. Haruchika Aoki (Hon), Japan (102)
9. Stefano Perugini (Apr), Italy (85)
10. Jeremy McWilliams (Hon), Great Britain (73)

FIM 125cc WORLD CHAMPIONSHIP SERIES
(After 15 of 15 rounds)

1. Valentino Rossi (Apr), Italy (321/11 wins)
2. Noburo Ueda (Hon), Japan (238/4 wins)
3. Tomomi Manako (Hon), Japan (190)
4. Kazuto Sakata (Apr), Japan (179)
5. Masaki Tokudome (Apr), Japan (120)
6. Jorge Martinez (Apr), Spain (119)
7. Garry McCoy (Apr), Australia (109)
8. Roberto Locatelli (Hon), Italy (97)
9. Frederic Petit (Hon), France (83)
   Mirko Giansanti (Hon), Italy (83)

JOHN KOCINSKI

FIM WORLD SUPERBIKE CHAMPIONSHIP SERIES
(After 12 of 12 rounds)

1. John Kocinski (Hon), Modesto, CA (416/9 wins)
2. Carl Fogarty (Duc), Great Britain (358/6 wins)
3. Aaron Slight (Hon), New Zealand (345/3 wins)
4. Akira Yanagawa (Kaw), Japan (247/2 wins)
5. Simon Crafar (Kaw), New Zealand (234)
6. Scott Russell (Yam), Jonesboro, GA (226)
7. Pier-Francesco Chili (Duc), Italy (209/3 wins)
8. Jamie Whitham (Suz), England (140)
9. Neil Hodgson (Duc), Great Britain (137)
10. Piergiorgio Bontempi (Kaw), Italy (118)

AMA/MBNA SUPERBIKE NATIONAL CHAMPIONSHIP SERIES
(After 10 of 10 rounds)

1. Doug Chandler (Kaw), Salinas, CA (304/1 win)
2. Miguel DuHamel (Hon), Canada (292/4 wins)
3. Mat Mladin (Duc), Australia (288/4 wins)
4. Steve Crevier (Hon), Canada (269)
5. Aaron Yates (Suz), Milledgeville, GA (256)
6. Pascal Picotte (Suz), Canada (239)
7. Tom Kipp (Yam), Chardon, OH (213)
8. Larry Pegram (Suz), Baltimore, OH (189)
9. Paul Harrell (Yam), Canyon Country, CA (159)
10. Tripp Nobles (H-D), Macon, GA (151)

AMA/PRO HONDA OILS 600cc SUPERSPORT SERIES
(After 11 of 11 rounds)

1. Miguel DuHamel (Hon), Canada (347/5 wins)
2. Pascal Picotte (Suz), Canada (341/4 wins)
3. Aaron Yates (Suz), Milledgeville, GA (322/2 wins)
4. Steve Crevier (Hon), Canada (279)
5. Jason Pridmore (Suz), Ventura, CA (267)
6. Rich Oliver (Yam), Fresno, CA (218)
7. Tom Kipp (Yam), Chardon, OH (211)
8. Mike Smith (Kaw), Canton, GA (208)
9. Jamie Hacking (Kaw), Spartanburg, SC (204)
10. Larry Pegram (Suz), Baltimore, OH (201)

AMA/TEAMLINE 750cc SUPERSPORT SERIES
(After 10 of 10 rounds)

1. Jason Pridmore (Suz), Ventura, CA (351/8 wins)
2. Ben Boström (Hon), Granada Hills, CA (246)
3. Dale Keiffer (Suz), Las Vegas, NV (224)
4. Richard Alexander Jr. (Suz), Carmel, NY (219)
5. Doug Polen (Suz), Denton, TX (219/1 win)
6. Mark Miller (Suz), Long Beach, CA (186)
7. Chris Rankin (Suz), Austin, TX (182)
8. John Jacobbi (Suz), Noblesville, IN (174)
9. Dax Snow (Suz), Las Vegas, NV (170)
10. Rad Greaves (Hon), Ann Arbor, MI (146)

AMA/ELF FUELS 250cc GRAND PRIX CHAMPIONSHIP SERIES
(After 10 of 10 rounds)

1. Rich Oliver (Yam), Fresno, CA (360/10 wins)
2. Bobby Keith (Hon), Redwood City, CA (252)
3. Greg Esser (Yam), Pompano Beach, FL (214)
4. Mark Foster (Yam), San Juan Capistrano, CA (204)
5. Randy Renfrow (Hon), Fredericksburg, VA (201)
6. John France (Hon), Melbourne, FL (190)
7. Matt Wait (Hon), Lodi, CA (166)
8. Leon Cortes (Yam), Costa Rica (160)
9. Al Salaverria (Apr), San Francisco, CA (153)
10. Roland Sands (Yam), Long Beach, CA (151)

AMA/PROGRESSIVE INSURANCE HARLEY-DAVIDSON SUPERTWINS SERIES
(After 11 of 11 rounds)

1. Eric Bostrom, El Segundo, CA (386/10 wins)
2. Dave Estok, Daytona Beach, FL (337)
3. Jake Zemke, Paso Robles, CA (289)
4. Jody Hendley, Mission Viejo, CA (244)
5. Jerry Casciero Jr., Bel Air, MD (212)
6. Nate Wait, Lodi, CA (206/1 win)
7. Jeff Eklund, Pleasanton, CA (166)
8. Jess Roeder, Monroeville, OH (154)
9. Jeffrey Johnson, Minneapolis, MN (152)
10. Lance Jones, Anderson, SC (150)

AMA/PIRELLI FORMULA XTREME SERIES
(After 9 of 9 rounds)

1. Andrew Stroud (Hon), New Zealand (316/7 wins)
2. Doug Toland (Hon), Buena Park, CA (267)
3. Dale Kieffer (Suz), St. George, UT (215)
4. Brian Gibbs (Suz), Stockbridge, GA (165)
5. James Randolph (Suz), Santa Rosa, CA (131)
6. Jimmy Moore (Suz), Eugene, OH (124)
7. Paul Harrell (Yam), Canyon Country, CA (122/1win)
8. Scott Ruehle (Suz), St. Cloud, MN (107)
9. Terry Teske (Suz), Aurora, CO (92)
10. Ben Welch (Suz), San Diego, CA (91)

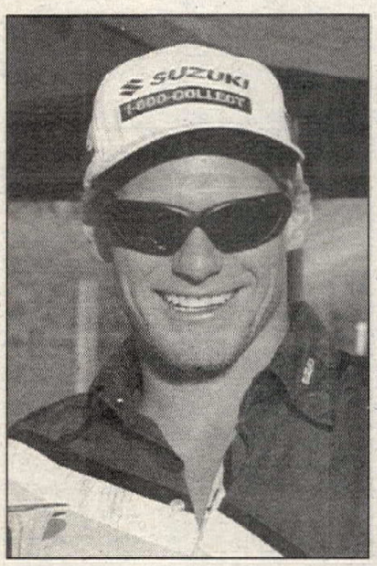
SUNOCO RACE FUELS/FORMULA USA SERIES
(After 7 of 8 rounds)

1. Dave Sadowski (Hon), Jefferson, GA (413/4 wins)
2. Tray Batey (Suz), Gallatin, TN (352/4 wins)
3. Fritz Kling (Yam), Lansing, MI (338)
4. Jason Fraser (Hon), Snohomish, WA (328)
5. Eric Wood (Kaw), Mansfield, MA (321/1 win)
6. Andy Deatherage (Kaw), Cleveland, OH (302)
7. Lee Shierts (Suz), Troutman, NC (282)
8. Grant Lopez (Suz), Mobile, AL (280)
9. Michael Fitzpatrick (Suz), Columbia, MD (245)
10. Steve Grigg (Kaw), Ashville, NC (209)

MOTOCROSS

THOR/PARTS UNLIMITED AMA SUPERCROSS SERIES
(After 15 of 15 rounds)

1. Jeff Emig (Kaw), Riverside, CA (293/5 wins)
2. Jeremy McGrath (Suz), Canyon Lake, CA (278/2 wins)
3. Ezra Lusk (Yam), Bainbridge, GA (251/2 wins)
4. Larry Ward (Hon), Florence, SC (230)
5. Greg Albertyn (Suz), Riverside, CA (206/1 win)
6. Mike LaRocco (Suz), South Bend, IN (203)
7. Doug Henry (Yam), Oxford, CT (175/3 wins)
8. Damon Bradshaw (Hon), Homedale, ID (166)
9. Jimmy Button (Yam), Phoenix, AZ (152)
10. Ryan Hughes (Kaw), Temecula, CA (145)



GREG ALBERTYN

AMA EASTERN REGIONAL 125cc SUPERCROSS SERIES
(After 7 of 7 rounds)

1. Tim Ferry (Suz), Largo, FL (146)
2. Stephane Roncada (Hon), France (135/2 wins)
3. Ricky Carmichael (Kaw), Havana, FL (123/3 wins)
4. Greg Schnell (Yam), Rancho Cucamonga, CA (97)
5. John Dowd (Yam), Chicopee, MA (86/2 wins)
6. Scott Sheak (Hon), Germantown, NY (84)
7. Jeff Dement (Kaw), Humble, TX (78)
8. Brock Sellards (Kaw), New Philadelphia, OH (77)
9. Jim Neese (Suz), Greensboro, NC (59)
10. Robbie Skaggs (Hon), Macon, GA (57)

AMA WESTERN REGIONAL 125cc SUPERCROSS SERIES
(After 7 of 7 rounds)

1. Kevin Windham (Yam), Baton Rouge, LA (153/5 wins)
2. Robbie Reynard (Hon), Norman, OK (131)
3. Casey Johnson (Kaw), Murrieta, CA (111)
4. David Vuillemin (Yam), France (104/1 win)
5. Casey Lytle (Hon), Santa Clarita, CA (85)
6. Craig Decker (Kaw), Palm Desert, CA (83)
7. Pedro Gonzalez (Kaw), Mexico (78)
8. Shaun Perolio (Hon), Saugus, CA (76)
9. Corey Keeney (Yam), Oakdale, MN (62)
10. Nathan Ramsey (Suz), Hixon, TX (60)

AMA 250cc NATIONAL MOTOCROSS CHAMPIONSHIP SERIES
(After 13 of 13 rounds)

1. Jeff Emig (Kaw), Riverside, CA (591/7 wins)
2. John Dowd (Yam), Chicopee, MA (485/3 wins)
3. Jeremy McGrath (Suz), Canyon Lake, CA (433)
4. Larry Ward (Hon), Florence, SC (376)
5. Mike LaRocco (Suz), South Bend, IN (372)
6. Ezra Lusk (Yam), Bainbridge, GA (367/1 win)
7. Ryan Hughes (Kaw), Temecula, CA (354)
8. Greg Albertyn (Suz), South Africa (330/1 win)
9. Jimmy Button (Yam), Phoenix, AZ (281)
9. Damon Bradshaw (Hon), Homedale, ID (276/1 win)

AMA 125cc NATIONAL MOTOCROSS C'SHIP SERIES
(After 13 of 13 rounds)

1. Ricky Carmichael (Kaw), Havana, FL (563/8 wins)
2. Kevin Windham (Yam), Baton Rouge, LA (468/3 wins)
3. Scott Sheak (Hon), Germantown, NY (384/1 win)
4. Mickael Pichon (Suz), France (354)
5. Stephane Roncada (Hon), France (323)
6. Casey Johnson (Kaw), Murrieta, CA (279)
7. Damon Huffman (Kaw), Acton, CA (277/1 win)
8. Tim Ferry (Suz), Largo, FL (271)
9. Steve Lamson (Hon), Riverside, CA (261)
9. Robbie Reynard (Hon), Norman, OK (256)

DIRT TRACK

AMA GRAND NATIONAL CHAMPIONSHIP SERIES
(After 22 of 22 rounds)

1. Scott Parker (H-D), Swartz Creek, MI (385/8 wins)
2. Will Davis (H-D), Goldsboro, NC (349/7 wins)
3. Kevin Atherton (H-D), White Pigeon, MI (309/3 wins)
4. Rich King (Hon), Waterloo, IA (297/2 wins)
5. Ricky Graham (Hon), Salinas Valley, CA (248)
6. Davey Camlin (H-D), Rock Island, IL (225)
7. Joe Kopp (H-D), Mica, WA (220/1 win)
8. Jay Springsteen (H-D), Lapeer, MI (219)
9. Steve Morehead (H-D), Findlay, OH (161)
10. Mike Hacker (H-D), Prince George, VA (152)

JOE KOPP

AMA HARLEY-DAVIDSON 883cc NATIONAL CHAMPIONSHIP SERIES
(After 13 of 13 rounds)

1. Davey Camlin, Rock Island, IL (242/7 wins)
2. Jess Roeder, Monroeville, OH (235/2 wins)
3. Mike Hacker, Prince George, VA (187/1 win)
4. Shaun Russell, San Jose, CA (164/1 win)
5. Johnny Murphree, Paso Robles, CA (152/1 win)
6. J.R. Schnabel, West Bend, WI (146)
7. Robert Miller, New Holland, PA (130)
8. Billy Martin, Stockton, CA (100)
9. Paul Bergstrom, Foster City, CA (96)
10. Willie McCoy, Richardsen, TX (83)

OFF-ROAD

AMA NATIONAL CHAMPIONSHIP ENDURO SERIES
(After 8 of 9 rounds)

1. Michael Lafferty (KTM), Millville, NJ (221/5 wins)*
2. Ty Davis (Kaw), Hesperia, CA (110/2 wins)
   Matt Stavish (KTM), Blaine, MN (110)
4. Randy Hawkins (Yam), Travelers Rest, SC (109)
5. Craig Holasek (KTM), Anoka, MN (63)
6. Mike Monroe (Yam), Alabaster, AL (55)
7. Donnie Book (Kaw), Gypsum, CO (47)
8. Scott Bright (Kaw), Greeley, CO (45)
9. Forrest Tobin (KTM), Casper, WY (36)
10. Jeff Fredette (Kaw), Beecher, IL (34)

*clinched championship

AMA NATIONAL CHAMPIONSHIP HARE & HOUND SERIES
(After 5 of 7 rounds)

1. Ty Davis (Kaw), Hesperia, CA (150/5 wins)*
2. Nick Pearson (KTM), Pioche, NV (95)
3. Donnie Book (Kaw), Gypsum, CO (88)
4. Brian Brown (Kaw), Nampa, ID (69)
5. Dave Hamel (Kaw), Sparks, NV (62)
6. Russell Pearson (KTM), Pioche, NV (59)
7. Paul Krause (Kaw), Irvine, CA (54)
8. Destry Abbott (KTM), Phoenix, AZ (51)
9. Ed McCoy (Kaw), Virginia City, NV (47)
10. Jeff Capt (Hon), Lakewood, CA (44)

*clinched championship

AMA NATIONAL C'SHIP HARE SCRAMBLES SERIES
(After 8 of 9 rounds)

1. Rodney Smith (Suz), Oakley, CA (147/1 win)
2. Steve Hatch (Suz), Ithaca, NY (121/1 win)
3. Jason Dahners (KTM), Redmond, WA (109)
4. Paul Edmondson (Suz), Great Britain (103/2 wins)
5. Patrick Garrahan (KTM), Boulder Creek, CA (99)
6. Brian Garrahan (KTM), Boulder Creek, CA (83)
7. Scott Plessinger (KTM), Hamilton, OH (50)
8. Mike Sampson (Kaw), Brazil, IN (64)
9. Randy Hawkins (Yam), Travelers Rest, SC (57/1 win)
10. Aaron Sykes (Kaw), Cotati, CA (54)

AMA GRAND NATIONAL CROSS COUNTRY SERIES
(After 11 of 13 rounds)

1. Scott Summers (Hon), Petersburg, KY (152/3 wins)*
2. Steve Hatch (Suz), Ithaca, NY (147/2 wins)
3. Fred Andrews (Yam), Salem, OH (123)
4. Randy Hawkins (Yam), Travelers Rest, SC (122)
5. Rodney Smith (Suz), Oakley, CA (117/3 wins)
6. Scott Plessinger (KTM), Hamilton, OH (108/1 win)
7. Jason Dahners (KTM), Redmond, WA (101)
8. Brian Keegan (Kaw), Washington, PA (99)
9. Paul Edmondson (Suz), Great Britain (94/2 wins)
10. Jim Jarret (Yam), Minerva, OH (93)

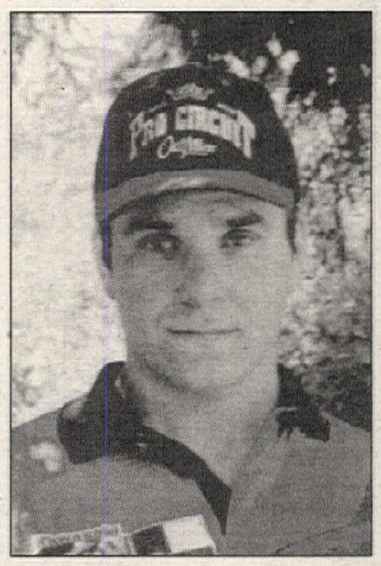
*clinched championship

AMA/NATC NATIONAL OBSERVED TRIALS SERIES
(After 9 of 9 rounds)

1. Geoff Aaron (Bet), Redding, CT (237/5 wins)
2. C. Raymond Peters (G-G), Beaver Dams, NY (202/1 win)
3. Jess Kempkes (G-G), Lincoln, NE (199/3 wins)
4. Lonny Hallsted (Bet), San Diego, CA (167)
5. Olivier Clamagirand (G-G), Tustin, CA (166)
6. Mark Manniko (G-G), Aurora, CO (137)
   Ryon Bell (Mon), Canada (137)
8. Michael Bryant (Bet), Burlington, CT (107)
9. Dennis Sweeten (Bet), Oregon City, OR (105)
   Matt Moore (Mon), Sapulpa, OK (105)

AMA 800cc HILLCLIMB NATIONAL C'SHIP SERIES
(After 10 of 11 rounds)

1. James Large (H-D), Orient, OH (116/1 win)
2. Greg Williams (Hon), Canada (107/2 wins)
3. Steve Dresser (Tri), Arkport, NY (107)
4. Willie Price (H-D), Madison, WV (105/4 wins)
5. Rodney Williams (H-D), Niles, MI (97)
6. Paul Zander (BSA), Glen Rock, PA (95/1 win)
   Jason Petty (Tri), Camby, IN (95/1 win)
   Glendal Petty Jr. (H-D), Mooresville, IN (95/1 win)
9. Robert Shriner (Kaw), Bird-in-Hand, PA (71)
10. Russ VanderVeen (H-D), Greenwood, IN (64)



BRIAN KEEGAN

AMA 540cc HILLCLIMB NATIONAL C'SHIP SERIES
(After 10 of 11 rounds)

1. Paul Pinsonnault (Hon), Brookfield, MA (130/2 wins)
2. Richard Soter III (BSA), Owings Mills, MD (129/2 wins)
3. David Watson (Hon), Ludlow, MA (91/1 win)
4. Scott McNeely (Hon), Madison, WV (90/1 win)
5. Terry Thompson (BSA), Laurelville, OH (89/2 wins)
6. Ted Wilkins (Rbx), Canada (86/2 wins)
7. Paul Lowe (Kaw), Yolyn, WV (84)
   Michael Templeton (Hon), Manchester, CT (84)
9. Michael Pulver (Hon), Indianapolis, IN (78)
10. Mike Wilson (Kaw), Mount Gay, WV (43)

Bulldozers are made of steel.
Airplanes are made of aluminum.

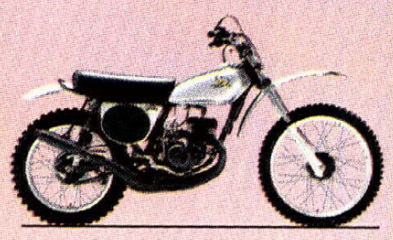
There's more than one way to get around a motocross track. You can hammer your guts out over the whoops, case it on the doubles, and bog in every berm. Or you can fly through that stuff, touching down just long enough to get a monster drive into the next section—and the checkered flag.

If you choose the second option, then you'd better choose a new CR®125R, too. Its all-new twin-spar aluminum frame is 50-percent more rigid than last year's design. But it's not just a

Introducing the new

copy of our revolutionary 250 frame: The 125's chassis is designed with different spar thicknesses and new down tubes to fine-tune performance.

And the new frame is just half the story. Derived from our factory race bikes, the 125 features a new five-speed gearbox, new porting, a bigger radiator and better brakes and suspension. And while the 125 boasts the biggest changes, the other bikes in our CR line—CR500R, CR250R, CR80R and CR80R Expert—all offer refinements for 1998 too.



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Just remember, always ride responsibly, and please make sure that you read our safety message found elsewhere in this magazine.

50 Celebrating the Dream

1948 HONDA 1998

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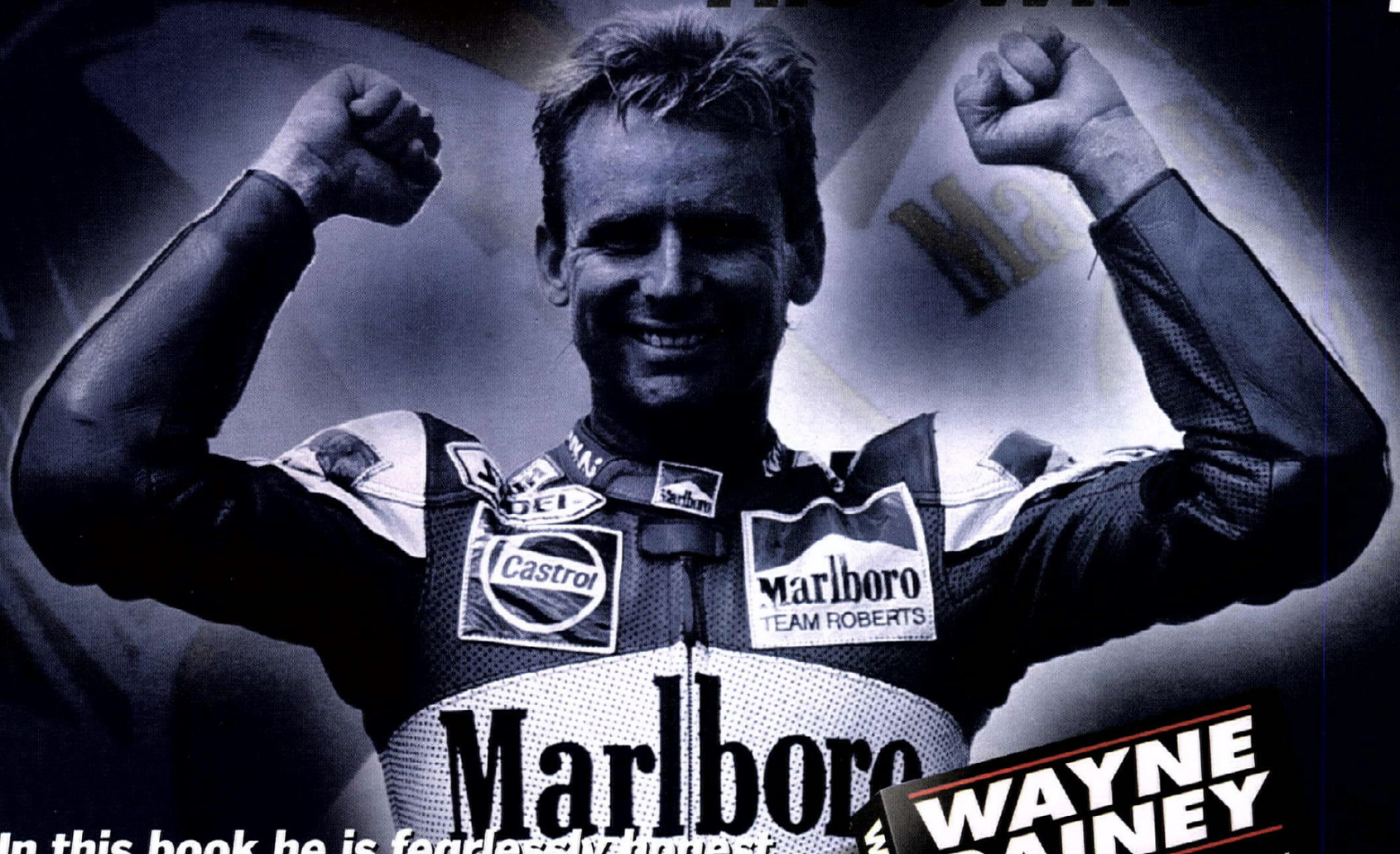
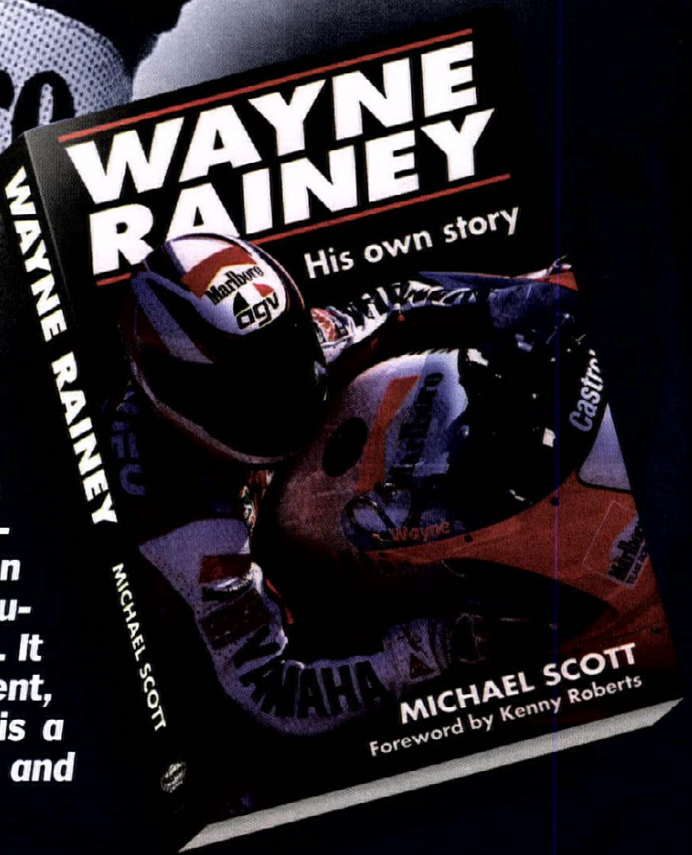
WAYNE RAINEY

- His own story



'In this book he is fearlessly honest about his life, his career and his rivals'
- Kenny Roberts



From the dirt-track ovals of California to the Grand Prix tracks of the world, Wayne Rainey forged a path to three historic successive 500cc World Championships. He defeated formidable rivals to achieve domination - until in the end his pitiless ambition almost killed him. This book, written in close cooperation with Rainey, is fully illustrated with private photographs and illuminated with new interviews with key people throughout his life. It tells the inside story of his years as a racer, his crippling accident, and his return to the tracks as a team owner/manager. This is a frank, intimate, and deeply moving account of inspiring courage and triumph over tragedy.

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by Michael Scott / Foreword by Kenny Roberts

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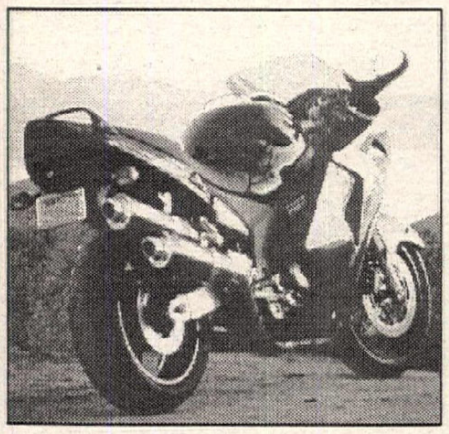

TWIN CANS
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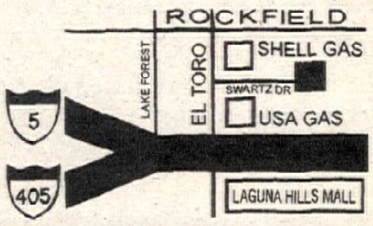

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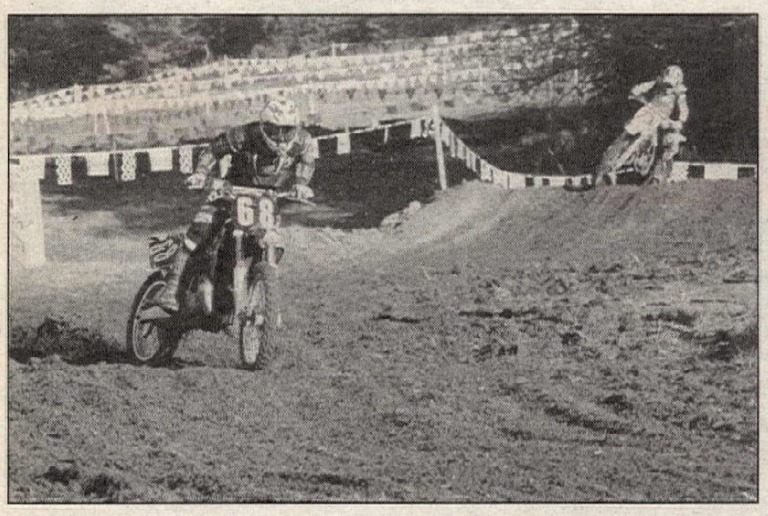
Johnson doubles up



(Left) Keith Johnson (68) won the 125cc and 250cc Pro classes at the Branson USA Motocross Championships in Missouri.

By Matt Draper

BRANSON, MO, OCT. 3-5

Keith Johnson made the trek from Albuquerque, New Mexico, a worthwhile venture, capturing overall victories in 125cc and 250cc Pro competition at the Branson USA Motocross Championships. Under sunny skies with temperatures hovering in the mid-80s, the third annual event welcomed more than 700 entries from 30 states. "If this race gets too much bigger, we'll have to add another day to accommodate all of our racers," stated Ron Hendrickson, NMA president and promoter of Branson USA. "For a race of this size to run this smoothly is just great. Everyone involved - from track-prep to sign-in - did a wonderful job."

The condition of the track is just one of the many successes of which this year's event could boast. The high humidity and the impeccably timed watering of the track kept dust levels and lap times down the entire weekend. The layout of the course, almost European in its design, kept riders on their toes with challenging off-camber switchbacks and wide passing lanes throughout the circuit. The occasional downhill, double and uphill jumps tested the riders' technical skills as well.

In the first 250cc Pro moto, D&S Kawasaki-sponsored Chris Torrance ripped the holeshot up the long, left-handed sweeper with Suzuki-mounted Tom Hofmaster and the KX250 of Travis Hodges close behind. By lap two, both Hofmaster and Hodges had lost their positions to a rampaging Bruce Gates, who set his sights on the front-running Torrance. Also on the move was a slow-starting Travis Riley, who moved up to third place by lap four. Torrance maintained the lead until lap six, when a relentless Gates took over the point. With a lap to go, Torrance was not letting Gates off the hook - nor could he shake Riley, who kept the pressure on for the second spot. Johnson, who gated well outside the top five, worked his way past Hodges for fourth and began reeling in the leaders. It proved to be too little too late, though, as the checkers fell for Gates, with Torrance, Riley, Johnson, and Hodges rounding out the top five.

In moto two, the holeshot again went to Torrance; he was followed by Hofmaster, Hodges and Johnson. During lap one, Hodges went down in a rut and handed second place to Johnson. This spelled trouble for Torrance and Hofmaster, as Johnson passed both riders with ease prior to the halfway point and then pulled an eight-second lead over the pair. Up and running after his spill, Hodges stormed back to second place and cut deep into Johnson's lead. As Johnson took the checkers, Hodges was only four seconds back. Then came Riley, who again had to work hard to break into the top three. Gates followed in fourth after crashing and ending his chances for the title. Johnson's 4-1 gave him the victory over Gates' 1-4, while Riley's 3-3 was good for third overall and Hodges' 5-2 gave him fourth. Rounding out the top five was Torrence with a 2-6 tally.

In the 125cc Pro action, Hodges pulled a convincing holeshot in the first moto over Johnson, with Riley and Hofmaster in tow. Hodges, who was having trouble dealing with the ruts on the bermless track, went down on lap one and fell back to eighth place, handing the lead over to a thankful Johnson. By lap two, Johnson had opened up a two-second lead over the now-second-placed Riley, followed by Hofmaster, Torrance and Nebraskan Trent Hansen. At the halfway point, Johnson maintained his lead over Riley, while Torrance sneaked past Hofmaster for third and Hodges displaced Hansen for fifth. Johnson's lead over Riley fluctuated between two and five seconds for the balance of the moto, but he was never seriously challenged as he took the moto win. After Riley, Torrance, Hofmaster and Hodges completed an evenly spaced top five.

Moto two saw another fantastic holeshot by Hodges, and this time there would be no mistakes as he took the wire-to-wire win. Perhaps the best ride of the day belonged to Johnson, who started seventh and worked his way up to second. Johnson pressured Hodges heavily until the last lap, when he backed off, knowing the overall was his.

"Travis and I ride a lot together back home in Albuquerque and he was going fast," Johnson said. "We bumped a couple of times on the back section and I didn't want to risk going down."

Johnson's 1-2 secured the victory, while Hodges' 5-1 earned him second overall. Third went to a very consistent Hofmaster, who posted 4-3 finishes, while Riley's 2-7 and Justin Quinn's 6-4 rounded out the top five.

Despite being shut out in his quest for wins in 125cc and 250cc Pro action, Hodges returned to claim the title in the Over 25 A class. Hodges' 2-1 bested Pat Donoho's 3-2.

The only triple class winner was Kawasaki/Team Green's Adam Mennenga. The young speedster from Moody, Texas, was crowned the champion in the 85cc (14-16) Stock, 85cc (14-16) Modified, and Super Mini Modified classes. In fact, Mennenga swept all six motos during the weekend. It would be an understatement to say he was faster than his competition. When Mennenga wasn't pulling a holeshot, he was making short work of his adversaries and winning by wide margins.

Floridian Davi Milsaps was impressive, winning both the 65cc Junior Cycle (9-11) Stock and 85cc (0-11) Modified class titles. The former multi-time 50cc Champion wowed the crowd by airing out his KX60 over large obstacles. Despite being one of the shortest competitors in the 85cc classes, Milsaps proved to be among the smoothest and most consistent, posting 2-1 moto scores for the modified win.

American Suzuki's Kyle Partridge edged Milsaps for the 85cc (0-11) Stock-class title, pulling holeshots in both motos en route to runaway victories. Likewise, Milsaps won both of his qualifying motos, setting up a much-anticipated showdown in the final. Partridge led the entire way but, unable to shake the determined Milsaps, won by only a few seconds. Partridge's fast starts were the key to victory, as both riders rode virtually mistake-free in the final.

Nick Metcalf powered his Suzukis to a pair of titles in 125cc Open and 250cc Open action. The Ulysses, Kansas, resident used quick starts and mastery of the ruts to secure his two championships. Metcalf also placed second overall in the 125cc Intermediate Modified class and fourth in the 250cc Intermediate Modified class, completing his fine weekend at Branson.

Equal to the task was Kawasaki-mounted Bo Snyder, as he doubled up to take titles in the 250cc Intermediate Stock and Modified classes. Snyder, from Siloam Springs, Arkansas, topped Metcalf for the Modified win with 1-2 scores. He holeshot the first moto for a wire-to-wire victory, then coasted to second in moto two to take the overall. Snyder was perfect in Stock competition, going 1-1 for the title in that class.

Former and current Loretta Lynn's champions squared off in the highly-competitive 50cc (7-8) Stock class, with Minnesota's John Heinlein taking the title over Tennessee's Brandon Large. Heinlein won the first moto, while Large struggled to finish fourth. Large got the best of Heinlein in moto two, though, but the overall went to Heinlein by way of his 1-2 finishes. Large went 4-1 for second, and Ohio's Devan Welch's 2-4 was good enough for third-place honors.

Large was not satisfied, however, and turned in a pair of spectacular rides in the Super Pee Wee class. Large swept both motos in convincing fashion to take the title, ahead of Iowa's Cody Gilmore and KTM-mounted Dustin Shows. Large, fresh off his championship at Loretta Lynn's, was competing in his first National since moving up from the 4- to 6-year-old class and definitely showed his competitors the fast way around the Branson track.

Not to be outdone, Kenny Henry won the 50cc (7-8) Modified class over Pennsylvania's Sean Hackley and Large. Henry's 4-1 score earned him the win, followed by Hackley's 2-3 and Large's 1-4. Henry, out of Perry, Ohio, also won the 65cc (6-8) Modified title by sweeping both motos. Henry topped Tennessee's Branden Miller and Texan Michael Pritchett, who went 2-2 and 3-4, respectively.

Miller turned the tables on Henry to grab the win in the 65cc (6-8) Stock class. Miller's 1-1 sealed the deal over Henry's 5-3 and Ryan Dungey's 3-5. CN

Branson USA
Branson, Missouri
Results: October 3-5, 1997

P/W (4-6) STK: 1. Trevor Pletcher (Cob); 2. Vince Friese (Cob); 3. Tyler Murray (Cob); 4. Gary Radford (Cob); 5. Kyle Ohland (KTM).

P/W (4-6) MOD: 1. Trevor Pletcher (Cob); 2. Gary Radford (Cob); 3. Vince Friese (Cob); 4. Kyle Ohland (KTM); 5. Derek Barath (Cob).

P/W (7-8) STK: 1. John Heinlein (Cob); 2. Brandon Large (Cob); 3. Devan Welch (Cob); 4. Ryan Dungey (Cob); 5. Mason Reich (Cob).

P/W (7-8) MOD: 1. Kenny Henry (Cob); 2. Sean Hackley (Cob); 3. Brandon Large (Cob); 4. Branden Miner (Cob); 5. John Heinlein (Cob).

S/ P/W (6-9): 1. Brandon Large (Cob); 2. Cody Gilmore (Cob); 3. Dustin Shows (KTM); 4. Sean Hackley (Cob); 5. Devan Welch (Cob).

JR CYCLE (6-8) STK: 1. Branden Miller (Kaw); 2. Kenny Henry (Kaw); 3. Ryan Dungey (Kaw); 4. John Heinlein (Kaw); 5. Sean Hackley (Kaw).

JR CYCLE (6-8) MOD: 1. Kenny Henry (Kaw); 2. Branden Miller (Kaw); 3. Michael Pritchett (Kaw); 4. Chad Gores (Kaw); 5. Ryan Dungey (Kaw).

JR CYCLE (9-11) STK: 1. Davi Milsaps (Kaw); 2. Kody Schantzen (Kaw); 3. Dennis Jonon (Kaw); 4. Stephan Martin (Kaw); 5. Trevor Monks (Kaw).

JR CYCLE (9-11) MOD: 1. Jonathan Kerr (Kaw); 2. Davi Milsaps (Kaw); 3. Matt Goerke (Kaw); 4. Stephan Martin (Kaw); 5. Kody Schantzen (Kaw).

85 (0-11) STK: 1. Kyle Partridge (Suz); 2. Davi Milsaps (Suz); 3. Matt Goerke (Kaw); 4. Adam Deal (Yam); 5. Josh Rolbiecki (Yam).

85 (0-11) MOD: 1. Davi Milsaps (Suz); 2. Adam Deal (Yam); 3. Kyle Partridge (Suz); 4. Nicolas Evennou (Kaw); 5. Jonathan Kerr (Kaw).

85 (12-13) STK: 1. Teddy Maier (Hon); 2. Adam Young (Yam); 3. Justin Brayton (Kaw); 4. James Marshall (Kaw); 5. Nick Alvarez (Hon).

85 (12-13) MOD: 1. James Marshall (Kaw); 2. Justin Brayton (Kaw); 3. Nicky Barr (Hon); 4. Nick Alvarez (Hon); 5. Brian Behnen (Kaw).

85 (14-16) STK: 1. Adam Mennenga (Kaw); 2. Colt Humphrey (Hon); 3. Justin Smith (Kaw); 4. Levi Humphrey (Hon); 5. Jeff Burkett (Kaw).

85 (14-16) MOD: 1. Adam Mennenga (Kaw); 2. Justin Smith (Kaw); 3. Colt Humphrey (Hon); 4. Travis Merrill (Yam); 5. Ben Kremer (Kaw).

S/MINI MOD: 1. Adam Mennenga (Kaw); 2. Colt Humphrey (Hon); 3. Davi Milsaps (Suz); 4. Justin Smith (Kaw); 5. Levi Humphrey (Hon).

125 BEG: 1. Jason Strain (Suz); 2. Josh Seibert (Kaw); 3. Ryan Caudill (Kaw); 4. Ryan Shernaman (Hon); 5. Chace Findley (Yam).

125 NOV STK: 1. Dustin Cashman (Yam); 2. Ryan Dirks (Yam); 3. Randall Williams (Yam); 4. Clifton Stroud (Yam); 5. Brian Jones (Suz).

125 NOV MOD: 1. Jim Kuntz (Yam); 2. Ryan Dirks (Yam); 3. Randall Williams (Yam); 4. Donnie Bunker (Hon); 5. Ryan Marrocco (Suz).

125 INT STK: 1. Mark Thompson (Yam); 2. Dusty Emerson (Yam); 3. Kevin Johnson (Yam); 4. Chad Johnson (Kaw); 5. Derek Mahoney (Yam).

125 INT MOD: 1. Eric Kowalic (Kaw); 2. Nick Metcalf (Suz); 3. Chad Johnson (Kaw); 4. Bo Snyder (Kaw); 5. Derek Mahoney (Yam).

125 OPEN: 1. Nick Metcalf (Suz); 2. Chad Johnson (Kaw); 3. Eric Kowalic (Kaw); 4. Derek Gerdes (Kaw); 5. Mark Thompson (Yam).

125 PRO: 1. Keith Johnson (Yam); 2. Travis Hodges (Kaw); 3. Tom Hofmaster (Yam); 4. Travis Riley (Kaw); 5. Justin Quinn (Kaw).

250 BEG: 1. Ryan Shernaman (Hon); 2. Bryan Wynn (Kaw); 3. Brandon Baty (Hon); 4. Scott Altazin (Hon); 5. Doug Youngblood (Yam).

250 NOV STK: 1. Darin Stubbs (Kaw); Brian Walker (Kaw); 3. Brock Krahenbuhl (Kaw); 4. Randall Williams (Yarn); 5. Randy Southard (Suz).

250 NOV MOD: 1. Randall Williams (Yam); 2. Brock Krahenbuhl (Kaw); 3. Darin Stubbs (Kaw); 4. Brian Walker (Kaw); 5. Randy Southard (Suz).

250 INT STK: 1. Bo Snyder (Kaw); 2. Bryan Piccirelli (Hon); 3. Dusty Emerson (Yam); 4. Ricky Alton (Hon); 5. Larry Yeager (Yam).

250 INT MOD: 1. Bo Snyder (Kaw); 2. Brian Edwards (Kaw); 3. Beau Baron (Suz); 4. Nick Metcalf (Suz); 5. Michael Coday (Hon).

250 OPEN: 1. Nick Metcalf (Suz); 2. Dusty Emerson (Yam); 3. Beau Baron (Suz); 4. Josh Glueck (Hon); 5. Larry Yeager (Suz).

250 PRO: 1. Keith Johnson (Yam); 2. Bruce Gates (Kaw); 3. Travis Riley (Kaw); 4. Travis Hodges (Kaw); 5. Chris Torrance (Kaw).

25+ B: 1. Casey Haynes (Yam); 2. Dwight Maggard (Suz); 3. Joby Windmiller (Yam); 4. Dan Sanford (Yam); 5. Jimmy Russell (Hon).

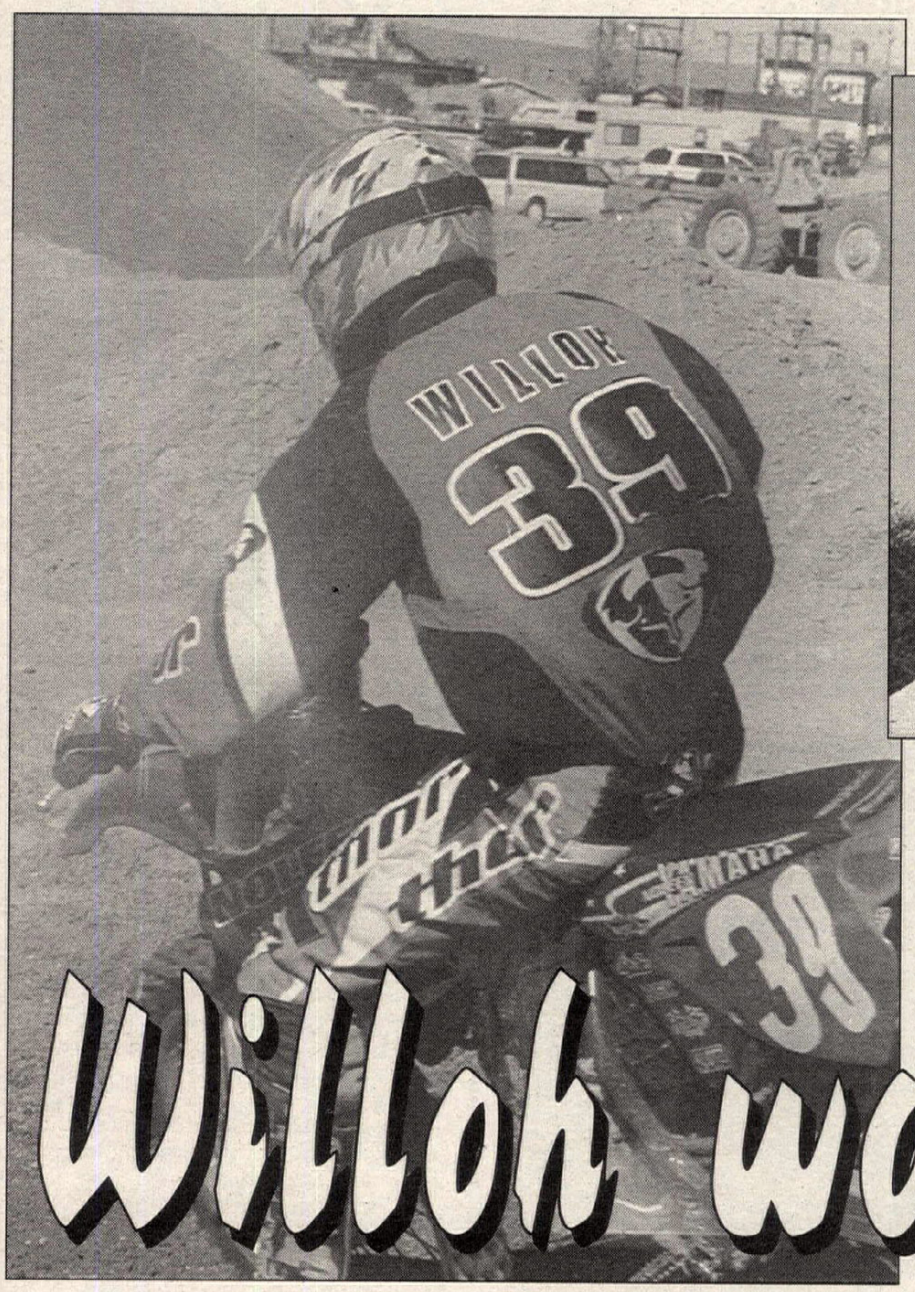
25+ A: 1. Travis Hodges (Kaw); 2. Pat Donoho (Hon); 3. Les Brandenberg (Kaw); 4. Bruce Gates (Kaw); 5. Tommy Allen (Yam).

30+ B: 1. Jim Kuntz (Yam); 2. Rusty Reynard (KTM); 3. Allen Haynes (KTM); 4. Dennis Tomlin (Hon); 5. Joshua Christensen (Suz).

35+ B: 1. Kevin Poole (Suz); 2. Mark Deal (Hon); 3. Bart Walstrom (Hon); 4. Bobby Meche (Hon); 5. Steve Vaughn (Kaw).

35+ A: 1. Dennis Pollard; 2. Rick Munson (Suz); 3. Gray Gabbert (Suz).

40+: 1. Rick Munson (Suz); 2. Gray Gabbert (Suz); 3. Dennis Pollard; 4. Kevin Poole (Suz); 5. Ben Decker (Kaw).



(Left) Jeff Willoh won the 125cc and 250cc Pro classes at the fourth round of the CMC Trans-Cal Motocross Series, held at Los Angeles County Raceway.
(Above) Billy Payne flew his Kawasaki to wins in the 125cc and 250cc Intermediate classes.

Willoh works it

By Tony Alessi

PALMDALE, CA, OCT. 12

Jeff Willoh worked the competition in the Pro ranks by posting wins in three out of four of the motos entered en route to both 125cc- and 250cc Pro-class victories during round four of the CMC Trans-Cal Motocross Series, held at Los Angeles County Raceway.

Team Kawasaki's Damon Huffman stopped by to sign autographs for the Trans-Cal locals and hang out for most of the day, and he had a chance to check out Willoh, who had a somewhat easy time in the 125cc Pro class. In fact, it pretty much turned into a cakewalk as Willoh pulled away for a set of uncontested moto wins. Pat Foster was second in the first moto after he put forth a respectable charge from a midpack start.

The second moto was a repeat performance for Willoh, while Foster and Brian Roth duked it out for second. In the end, both Roth and Foster took each other out halfway into the race and handed second to Dustin Evans, who held on tight for the eventual runner-up spot.

Speaking of Evans, the young Pro found his way into the winner's circle in the first 250cc Pro moto after leading almost every lap of the moto. Willoh came from off the pace to record second, while Billy Joe Mercier and Tony Sulek fought long and hard for third, with Simi Valley Kawasaki's Mercier getting the nod at the finish.

The second moto saw Willoh grab the advantage and go on for an uncontested moto victory in front of Foster, Mercier and first-moto winner Dustin Evans, who seemed to be struggling in the windy conditions.

While Willoh was being labeled "king" of the Pro class on this day, Billy Payne was making his own statement as the "prince" of the Intermediate ranks by posting a three-out-of-four moto sweep of the 125cc and 250cc Intermediate classes. Even though Payne was clearly the dominant Intermediate racer, he did, from time to time, find the going a bit bumpy - as was the case in the first 125cc Intermediate moto, when Chris Gosselaar stepped up to the plate to challenge Payne. Gosselaar, who has been steady in his quest for the Trans-Cal title, found himself right at home at this particular race track.

"I live close to here and I like this track," Gosselaar said. "I felt faster than Billy in the beginning and I made some passes, but he passed me back. He was faster in the middle of the race when I made some mistakes, but I was faster at the end."

Even though Gosselaar was quite impressive and did indeed execute more than one pass on Payne, in the end Payne came out the winner by coming back with the moves that counted most.

Payne returned for a convincing win in moto two after South African Michael Constantinou flew over the bars while riding slightly over his head in a challenging rocker section, injuring his wrist and recording a DNF in the process. Gosselaar was again runner-up, but was well off of the eye-watering pace set by Payne. A surprise third went to Chris Neitzel on a new KTM 125SX.

"We just got this KTM and it's real fast," Neitzel said. "We are working on suspension. The forks are soft and the shock is stiff, but the motor is awesome."

At 16 years of age, Neitzel looks like another up-and-comer as he outbattled Emitt Kling, Chris Cooley and Travis Smith for the final spot on the podium.

The 250cc Intermediates saw the first crack develop in Payne's armor as Constantinou chased down and pressured Payne into making a mistake. Payne entered a slick turn and washed out the front end of his KX during the final lap of the first moto and forfeited the win to Constantinou.

Like a champion, Payne dug deep in the all-important second moto and blew away the field with a wire-to-wire victory. Constantinou battled Ron Gilbert for most of the race for second and secured the position in the last straightaway of the race by pulling off a somewhat startling pass over the bridge jump. Neitzel was fourth on the day, while Cooley, Mike Gibson and Kenny Terracciano rounded out the top seven.

Jonathan Shimp seems to have found his next level of speed by posting overall wins in the 80cc (14-16) and Supermini divisions on his Answer-backed Yamaha's for the second straight week. Shimp had a spectacular battle early in the Supermini race with FMF support rider Michael Young. The two mini warriors battled tooth and nail early in the race, as they bumped, shoved and smashed into one another from turn to turn, each trying to prove to the other that he was the rightful leader. There was no way that an entire moto could be run like this without one or both of these riders making a mistake, and it happened when Young hit a kicker and jumped his Honda right in front of Shimp.

"I hit this bump and it shot me right into Shimp's line in midair," Young said. "He hit my foot and then both of my feet came off (the pegs), and my wrist got locked with the throttle wide open and I couldn't turn it off."

Young was dragged through a few more moguls that shot him up and over the face of a large berm and into orbit in a wild crash.

"He cross-jumped me and I hit him," Shimp said about the incident. "I thought I might go down since I hit him with my front tire, but I saved it and he crashed bad."

Shimp went on for the moto victory while Young got it together to salvage fourth, behind Chris Tocco, Levi Reid and Team Yamaha's Shimp.

Young returned to win the second moto, while Shimp played it smart and finished second and posted the overall win. Reid, Tocco and AXO/Smith-backed Justin Mace rounded out the top five.

Shimp returned for a double moto victory in the 80cc (14-16) class, where he topped Brian Hulsey, David Boothe and Johner Faulkner in two runaway victories. CN

Los Angeles County Raceway
Palmdale, California
Results: October 12, 1997

50 (4-6): 1. Jacob Bvelna (Lem); 2. Hayden Commans (KTM); 3. Kyle Smith (KTM); 4. Shawn Butler (Act); 5. Branden Doll (KTM).

50 (7-9): 1. Cole Seely (Act); 2. William Ballestero (KTM); 3. Myles Nall (Cob); 4. Lance Coury (KTM); 5. Erik Stenshol (KTM).

50 MOD: 1. Trent Pugmire (KTM); 2. Bryce Terzian (KTM); 3. Tanner Langham (KTM).

60 (0-8): 1. Edward Herring (Kaw); 2. Jeff Alessi (Kaw); 3. Weston Peick (Kaw); 4. Jonathan Arana (Kaw); 5. Jared Partridge (Kaw).

60 (9-11): 1. Mike Alessi (Kaw); 2. Paul Pearcy (Kaw); 3. Ryan Roybal (Kaw); 4. Buck Gulley (Kaw); 5. Robert Memoli (Kaw).

80 BEG: 1. Sam Scanlon (Hon); 2. Alvino Garcia (Yam); 3. Steve Shea (Yam); 4. Kyle Foltz (Kaw); 5. Andrew Petrie (Kaw).

80 (7-11): 1. Kyle Partridge (Suz); 2. Scott Simon (Suz); 3. Chris Nihan (Suz); 4. Vince Rhoads (Yam); 5. Mike Alessi (Kaw).

80 (12-13): 1. Erik Meyer (Yam); 2. Kyle Mace (Suz); 3. Daryl Eckland (Yam); 4. Scott Howe (Yam); 5. Sean Collier (Kaw).

80 (14-16): 1. Jonathan Shimp (Yam); 2. Brian Hulsey (Yam); 3. David Boothe (Hon); 4. Johner Faulkner (Kaw); 5. Jared Williams (Kaw).

S/MINI: 1. Jonathan Shimp (Yam); 2. Michael Young (Hon); 3. Levi Reid (Yam); 4. Chris Tocco (Hon); 5. Justin Mace (Kaw).

80 B/W: 1. Montgomery (Hon); 2. Bradley (Kaw).

125 BEG: 1. Gerard Patin (Yam); 2. Chris Clark (Kaw); 3. Mike Aguinaldo (Yam); 4. Mike Kelley (Hon); 5. Curtis Wilson (Kaw).

125 JR: 1. Scott Mumford (Kaw); 2. Kurt Long (Hon); 3. Jeff Eide (Hon); 4. Brent Gilliam (Suz); 5. Chris Wilson (Yam).

125 INT: 1. Billy Payne (Kaw); 2. Christopher Gosselaar (Hon); 3. Chris Neitzel (KTM); 4. Chris Cooley (Kaw); 5. Emitt Kling (Suz).

125 PRO: 1. Jeff Willoh (Yam); 2. Dustin Evans (Suz); 3. Brian Roth (Suz); 4. Pat Foster (Suz); 5. Colin Couto (Yam).

SCHBY: 1. Christopher Gosselaar (Hon); 2. Emitt Kling (Suz); 3. Chris Tocco (Yam); 4. Levi Reid (Hon); 5. Joel Nelson.

250 BEG: 1. Rich Bartlett (Suz); 2. Adam Knowles (Kaw); 3. Mike Valentine (Hon); 4. Anthony Grierson (Kaw); 5. A. Rodriquez (Hon).

250 JR: 1. Mike Little (Suz); 2. Justin Witheer (Hon); 3. Gary Hein (Hon); 4. Russ Fleming (Kaw); 5. Tom Bell (Suz).

250 INT: 1. Billy Payne (Kaw); 2. Michael Constantinou (Yam); 3. Ron Gilbert (Kaw).

250 PRO: 1. Jeff Willoh (Kaw); 2. Dustin Evans (Suz); 3. Billy Mercier (Kaw); 4. Pat Foster (Suz); 5. Ben Shark (Suz).

500 AM: 1. Don Pastell (Kaw); 2. Tony Chawez (Hon).

O/T AM: 1. Steve Williams (Hon); 2. Joe Root (Kaw); 3. Jeff Gianni (Suz); 4. Skip Christy (Hon); 5. W.G. Wildon (Suz).

O/T MSTR: 1. Kenny Zahrt (Hon); 2. Mark Gambetta (Hon); 3. Ron Ruff (Suz); 4. Gary Doggett (Suz); 5. Bob Shimp (Yam).

WMN: 1. Jennifer Caputo (Hon); 2. Shay Garcia (Hon); 3. Dawn Rogers (Yam); 4. Melissa Billingsly (Yam).

25+ AM: 1. Mark Allen (Kaw); 2. Kenny Zahrt (Yam); 3. Chris Radzinski (Kaw); 4. Mike Little (Suz); 5. Scott Hoffman (Hon).

25+ MSTR: 1. Jon Zahrt (Kaw); 2. Dan Berg (Suz); 3. Ron Gilbert (Kaw); 4. Lance Johnson (Yam); 5. Craig Montz (Kaw).

25+ PRO: 1. Billy Mercier (Kaw).

VET: 1. D. Berg (Suz); 2. John Zahrt (Kaw); 3. Hammer (Kaw); 4. Klossner (Yam); 5. Ron Ruff (Suz).

AMA/NETRA Enduro Series, Round 8

White wins Mohawk Enduro

By Paul Clipper
Photos by Cheri Alix and Clipper

SOUTH ADAMS, MA, OCT. 5

It would have been an absolutely perfect day in the Berkshires, if it weren't for the line of thunderstorms that wailed down on us while we were sleeping the night before. Last weekend was the Rubber Cow Enduro, and it was dry as your tongue on the starting line of a motocross. Today, we had already gotten a little sample of the woods right off from the clubhouse, and it was definitely going to be a trial by slime. Tommy Norton and Jason Cayer were the subjects of the enduro battle, going into the Mohawk; Tommy the brash new enduro beginner and Jason the reigning NETRA Champion. They both blew through the first section, uphill, downhill, power lines and mud, with the best scores. Norton said that every hill looked like the beginner slope at a local ski area, with dozens of bikes stuck or crashed. Riding back on minute 25, he had nearly everyone in front of him on those hills, but he still went through and dropped a five at the check-out. Five was good, but four was the score to beat, set by Cayer and enduro veteran Rick Claxton. Joining Norton with a five card was fellow AA-class competitor Bob White, originator of the Tech Tube, and Jim Burns, who rides the Four-Stroke A-class on a Husaberg 350.

Following the first check-out were three checks that were zeroes for the top guys, although the second two were a little tight for us mortals. The next really tricky check was at the end of a 12-mph section, and the check was placed just a little short in mileage - all within the rules, though. A large number of riders burned this check, just putting down the trail, including Cayer and Claxton, adding two unnecessary points to their four-point scores and handing the front-runner position over to Norton and White, who were still both carrying fives. Jim Burns, who dropped a five also at the first check-out, had the bad luck to burn this check as well, but he'd also lost a point at the tight check preceding the 12-mph section, putting him off the lead points.

After the 12-mph section the club handed us all a good points-taking section to warm up in, including a wet hill-climb that many in attendance found impossible. This part of the Berkshires features outcroppings of a type of shale here and there, and when it's wet the stuff offers just as much traction as a skinned log. You can be roosting up the hill with relative ease, hit a patch of this stuff and simply stop, with the rear wheel spinning like mad. Assuming you can keep the bike upright, which most can't manage. Most of the hills turned into "stoppers" because of this, and all but three of the C riders never made it to the check-out of this section, which was check seven. Quite a number of B riders as well were done in by the hills, and only six made it to the finish at check 11.

Bob White got up the hill in fine form. After starting out on minute four he was all but breaking trail at this point, and didn't need to contend with traffic. He hit the check-out at check seven with only a one-point loss. The only other rider to match his score here was Bantam A rider Hans Neff, who had been caught napping at the second check and at the 12-mph check, and wasn't a threat for the overall. The next best score was a two point loss, posted by Claxton and Bantam A rider Kevin Howley, who were all running close to the front as well. Traffic claimed Norton and Cayer, who finished the section with a four and a three, respectively, and most other riders' scores descended from there.

At this point Norton and Cayer were tied with nine points each, but they were hardly a factor in the overall any more. White was raging up front, with a total of six points lost, trailed closely by Claxton, with eight. The course was heading for the gas stop, with one more timekeeping section to be careful in, and most all slipped through unscathed, except for Cayer, who was gambling on one more points-taker before gas, and blundered into check eight a minute early, bringing his points total up to 11, and ensuring him a finishing position well down in the points.

Check nine was a known control restart after the gas. Following this was a short section of difficult two-track that managed to take a point from all the top riders except Paul Milliken, who had been off the pace until this section, although he had little hope of cracking into the overall. Immediately following was the next section, a new piece of single-track trail rolling up and down the hillsides above Brodie ski area, and it would have been wonderful in dry weather. As it was, it was a greasy ribbon of virgin mud that spooled up on your tires like duct tape, and took all remaining energy from A and B riders alike (the C riders had already been routed back to the finish on a shortened course). Milliken once again set the top score through this section, dropping a blazing two points at the final check-out, check 11. Claxton, Norton and Cayer all posted threes at the check-out, but the odd extra point wasn't enough to displace White, who dropped a four for a total of 11 points at the finish. Claxton was second with a 12 card, while third overall was Norton, posting 13. Cayer, who just about wrapped up the championship again this year, finished fourth overall with 15 points lost, while Milliken filled out the top five with 17 total.

Kevin Howley, one of the few grey-haired guys riding a 125, finished up with 18 points lost, good enough for the class win but also the best A-class score posted, giving him his second High Point A of the season. Ram Peterson again blazed through the B ranks, in spite of a couple of burns, and posted the best B score with a 42, and his second High Point B win in so many weeks.

Scott Loring did the best of all the C riders, getting to the seventh check with 55 points lost, and of course none of the C riders made it past the seventh check - did we mention it was muddy? Kevin Corbeil came the closest to him, with a 56 at the seventh check. Likewise, Keith Goodell topped the Super Senior class, being the only one of the Grand Old Gentlemen of the sport to finish the Super Senior's shortened course, with a 50 to check 10. Heidi Landon topped the Women's class again, making it to check five and ensuring her the Women's class championship for the year. CN

(Left) Bob White scored the overall win at the AMA/NETRA Mohawk Enduro in Massachusetts.
(Above) Tommy Norton took second place in the AA class.

Mohawk Enduro
South Adams, Massachusetts
Results: October 5, 1997

O/A: Bob White (CRE).
H/P A: Kevin Howley (KTM).
H/P B: Ram Peterson (CRE).
H/P C: S. Loring (KTM).
AA: 1. R. Claxton (CRE); 2. T. Norton (KTM); 3. J. Cayer (CRE); 4. P. Milliken (KTM); 5. J. McLevy (Hon).
A BNTM: 1. H. Neff (KTM); 2. S. Antoniou (Kaw); 3. P. Tanner (CRE); 4. N. Dennett (Yam); 5. J. Cooney (KTM).
A LT: 1. M. Bingham (Suz); 2. J. Kelly (Hus).
A HVY: 1. M. Zahansky (KTM); 2. B. Sironen (KTM); 3. M. Nash (KTM).
A 4-STRK: 1. J. Bums (Hbg); 2. R. Seymour (Hon); 3. B. Drummey (Hon); 4. T. Murphy (Hus).
A VET: 1. D. Cowan (Kaw); 2. F. Goldberg (Hon); 3. S. Fischer (CRE); 4. G. Wurlitzer (Hon); 5. M. Cyr (Hon).
A SR: 1. D. Ellingwood (KTM); 2. J. Stoddard (KTM); 3. B. Johnson (Hon); 4. R. Rodrigue (KTM).
S/SR: 1. K. Goodell (CRE); 2. G. Razee (Hon); 3. T. Farley (CRE).
B BNTM: 1. B. Edwards (Kaw); 2. M. Peristere (Yam); 3. M. Laughlin (Kaw); 4. C. Borovicka (Hus); 5. K. Bessette (Kaw).
B LT: 1. G. Amold (Suz); 2. B. Lee (KTM); 3. M. Bouvier (Hus); 4. E. Degray (Kaw); 5. J. DeSimone (ATK).
B HVY: 1. R. Brown (KTM); 2. J. Cote (KTM); 3. J. Copeland (KTM); 4. M. Stone (Hon).
B 4-STRK: 1. B. Leibenthal (Hon); 2. A. Fabiano (Hon); 3. L. Dutlinger (Kaw); 4. J. Considine (Hus); 5. J. Robertson (Hon).
B VET: 1. M. Grill (Yam);. B. Stadler (Kaw); 3. B. Riordan; 4. P. Armstrong (CRE); 5. B. Rocha (Suz).
B SR: 1. B. Foster (Hon); 2. P. Clipper (Hbg); 3. R. Landry (CRE); 4. K. Davis (Hon); 5. P. Silansky (Kaw).
C BNTM: 1. S. Pimental (KTM).
C LT: 1. J. Silva (KTM); 2. T. Jones (Hus).
C HVY: 1. E. Jarvas (KTM); 2. D. Wemersbach (KTM); 3. R. Elzarka (KTM); 4. K. Fortier (Hon).
C 4-STRK: 1. P. Nault (Hon); 2. J. Green (Suz); 3. J. Grant (Hon); 4. D. Oram (Hon); 5. T. Smith (Hon).
C VET: 1. K. Corbeil (Suz); 2. S. Young (Kaw); 3. J. Fluckiger (Hon); 4. T. Bowyer (Kaw); 5. J. Price (Hon).
C SR: 1. K. McKenzie (KTM); 2. F. Bauer (Hon).
WMN: 1. H. Landon (Kaw); 2. D. Silvia.

(Left) Franklin Ramey III won the AMA/SETRA Orange State Enduro in Florida.
(Above) Ashley Brewer was the runner-up.

Ramey tops Orange State Enduro

By Kenneth King

BROOKSVILLE, FL, OCT. 5

KTM's Franklin Ramey III claimed his second overall of the season by winning the Orange State Enduro. The MSR-sponsored Ramey would claim the win of what was his closest finish to date. He was involved in a three-way tie with fellow KTM rider Allen Gravitt and Team Green rider Ashley Brewer when all was said and done with all three riders dropping five points each, but it was Ramey coming out on top after posting the better tie-breaker score. Brewer would take the second overall and first AA, followed by Gravitt in third overall.

"I had a good ride, a few small problems here and there, but nothing really major," Ramey said of his winning ride."

The Suncoast Trail Riders put on the event, which has to be one of the most diverse enduros in Florida, and what some consider to be the best. The enduro is held on land adjacent to Croomes ORV Park. There is plenty of sand to satisfy the hardcore Florida guys, plus roots, rocks and hills for those non-sand riders. The course runs through an old limestone quarry, one that nature has all but reclaimed. The trail twists and turns up and down through the quarry creating quite a few small hills to climb, some even a little tricky, especially for those not accustomed to them. The trail was rich loamy dirt in these areas of the course, giving the riders a break from the sand and those relentless whoops that seemed to be everywhere. Many felt the trail through the quarry the most fun of the enduro. It rained earlier in the week, but as most of the course is sand the little rain they got was soaked up immediately and things would be a little dusty. The club laid out 67 miles of actual trail, no roads and just a few resets, for what would be one tough enduro. As a result, there were a few DNFs. The sandy whoops, palmetto roots and heat took its toll on many riders.

Instead of the typical check-in/check-out format, the club used a more random check placement and only a few small resets, which only the fastest riders were able to take full advantage of. The enduro started at 9 a.m. and riders immediately went into the woods. The trail was fairly tight and whooped, and at the 7.2-mile mark, riders were greeted with the first check. Almost everyone was able to zero this check. For the next five miles, the trail became a little tougher and only the AA riders and a few of the A riders were able to maintain the 24-mph speed average. Check three, at 12.4 miles, was the first tie breaker, and Ramey would have the best time, zeroing the section and coming in at 27 seconds into his minute. Gravitt was next, with a 0:44, followed by Brewer with a 0:47. There was a small reset at 18 miles and then it was 10 more miles of sandy trail. Check four, at 28.4 miles, came after the quarry section and had all the fast guys staying on their minute. There was a gas available at 28.45 miles. This was under time with no reset, and some riders who stopped for gas had this cost them valuable time going into the woods. Ramey was one of these. He hasn't had enough time on his new bike to know the fuel range, so when he stopped it cost him precious seconds in the upcoming section. Check five, at 34 miles, had all the AAs and most of the A rider dropping a point. Ramey felt he would have zeroed the section had he not lost time at the gas stop. Gravitt too felt he would have zeroed the section; he almost did, coming in two seconds into the next minute.

"I had a lot of trouble getting around riders today," Gravitt said. "They just wouldn't move, I don't know if everyone else had the same problem, but I feel that cost me a point at check five, and the enduro," Gravitt said.

This check seemed to brighten the day of most riders. It was called the "bikini check," as the checkers wore bikini tops. They definitely got the best dressed check-crew award.

The gas stop came at 39.2 miles and the club gave everyone a much-needed break before the second loop. The first loop was tough, even though the low scores of the AAs didn't reflect it.

The race was restarted at 56 miles and it was into the woods again. Check seven would come at 65.6 miles after probably the toughest section of trail in the enduro. There was a lot of bark-banging in the handlebar-width trees, it would be the most points-taking section of the day. Brewer would post the fast time through with a 4:12, followed by Ramey with a 4.17, then Gravitt at 4:56. Brewer was riding at his best.

"I felt I rode good, my Kawasaki was awesome today, and I really like this enduro, it was a true enduro," Brewer said. "The club did a great job. I had a few small problems during the day, nothing major. I did have some trouble getting around some riders though."

It seemed that all the AA riders had their share of passing problems. Ramey had his share of problems in that section also.

"I got a vine caught in my brake pedal while I was on the gas," Ramey said. "It locked up my brakes and threw me over the bars, that cost me some time."

Check eight came at 76.8 miles and all the fast riders zeroed the check. Check nine, at 89.6 miles, also had all the AAs and faster riders managing to stay on their minute.

The finish was a known control at 95.2 miles. From check eight to the finish it was one long 15-mile trail, more open than the previous trail and probably the most fun. The trouble was, most everyone was to exhausted to enjoy it.

You could see the exhausted look on riders as they came into the pits at the finish. Many felt this year's enduro was tougher that last year's.

Overall A honors went to 200cc A rider Tommy Veator with a 10-point loss. Two of those points being hot ones. The High Point B trophy went to Four-Stroke rider Karl Taylor with a 14. Top honors in the C class went to 250cc rider Carl Brown with a score of 26. Ramey now has a slight lead in the series with to overalls to his credit, but Brewer and Gravitt are putting on the pressure, and the season is young. CN

Orange State Enduro
Brooksville, Florida
Results: October 5, 1997

O/A: Franklin Ramey III.
AA: 1. Ashley Brewer ; 2. Allen Gravitt.
OPEN A: 1. Mike Martin; 2. Allen Scott; 3. Larry Griffin; 4. Kenny Boyd; 5. Jason Chambers.
250 A: 1. Jason Chancey; 2. Danny Barrett; 3. Don Baxley; 4. Doug Masencup; 5. Scott Miller.
200 A: 1. Tommy Veator; 2. Joe Haley; 3. Robert Neeley.
VET A: 1. Mitch McRee; 2. Johnny McCoy; 3. Arty Spencer.
SR A: 1. Mike Shank; 2. Richard Edmonds.
S/SR A: 1. Mike Reynolds; 2. John Kirby.
MSTR A: 1. Emmet Cox; 2. Joe Van Secters.
4-STRK A: 1. Andy Barkley; 2. Craig Borders.
OPEN B: 1. Steve Henson; 2. David McAdam.
250 B: 1. Johnny Cambell; 2. Scott Byrd; 3.Tim Weber; 4. Anthony White; 5. Mike Johnson.
200 B: 1. John Nutt; 2. Mark Thompson; 3. John Nodine; 4. Robert Robinson.
125 B: 1. Jason Blenton; 2. Greg Johnson.
VET B: 1. Richard Morabito; 2. Cliff Rogers; 3. Stanley Ghantt; 4. Robert Tanner.
SR B: 1. Eddie Royals; 2. Phil Ellis; 3. David Norman.
S/SR B: 1. Doug Cochran; 2. John Watts; 3. Lane Shepherd.
MSTR B: 1. Dick Argbright; 2. Howard Smith; 3. John Green; 4. Steve Chancey.
4-STRK B: 1. Karl Taylor; 2. Mark Borders; 3. Michael Shirley.
OPEN C: 1. Ted Lentz; 2. John Fisher; 3. Herman Stohl.
250 C: 1. Carl Brown; 2. Rusty Easter; 3. D. Boyd; 4. Barrett Becker; 5. Dave Edwards.
200 C: 1. Ed Ellsworth; 2. Jason Gantt; 3. Andrew Roshons; 4. Dane Smith.
125 C: 1. James Yorland; 2. Jenni Lamb; 3. Scott Weldon.
VET C: 1. Tim Huskey; 2. Bill Wyrough; 3. John Parker; 4. Mel Smith.
SR C: 1. Mike Hampton; 2. John Day; 3. Steven Maddox; 5. Dan Semento.
S/SR C: 1. Gates Pelientier; 2. Brad Minnix; 3. William Thompson; 4. Barry Cole.
MSTR C: 1. Ed Weist; 2. Mike Leach; 3. Buddy Gailard; 4. Max Cole.
4-STRK C: 1. Nick Johnson; 2. Keith Bowman; 3. Darren Grovers.
GLDN MSTR: 1. Joe Haley; 2. Paul Richardson; 3. Dave Henry.
WMN: 1. Elaine Nobles; 2. Kim Seals.
SPRTSMN: 1. James Kutzler; 2. John Freeman.
SPRTSMN OPEN: 1. Michael Bly; 2. Jon Richardson; 3. Tan Hogan.
VINT: 1. Kevin Hodge; 2. Chuck Miller; 3. Larry Walls.

AMA National Championship Hillclimb Series, Round 10

Price, Wilkins rock

By Jay A. Herndon of S.L. Photo

JEFFERSON, PA, SEPT. 28

Willie Price fired his nitro-burning Harley-Davidson to the fifth National victory of the season using his first and only ride at the White Rose MC hill. The single assault pushed Price into fourth place in the 800cc-class championship points battle.

The 800cc-class points underwent a shuffle with Greg Williams placing 15th at Indiana and fifth at Jefferson. Williams is second with 107 points, behind James Large and his 116 points. Steve Dresser's seventh-place finish for the day finds him with 107 total points to put him in third place in the points battle, leaving Willie Price close behind Dresser with 105 points.

In the 540cc class, Ted Wilkins took his second National win aboard his innovative snowmobile-based Rotax hillclimber. It was Wilkins' second ride that secured the win for him, but the fast time had a price - unable to shut down, Wilkins had to bail off the machine at the top of the hill.

By day's end, 540cc rider Paul Pinsonnault, the current defending champion, finished sixth, but still leads Soter with 130 points to Soter's 129. David Watson finished fifth, to add another 11 points to his tally, bringing him to a total of 91 points, with Scott McNeely following close behind with a total to date of 90.

The 45-year-old White Rose MC sponsored its usual fall event, boasting two other hillclimb events a year. The well-groomed grounds set the stage for a good event on a cool, crisp, overcast day as racers and spectators filled the grounds just outside York, Pennsylvania. The hill itself, 245 feet from light to light, presented two obstacles, the first being a jump off the steep approach that breaks away at the 100-foot marker. The hill then continues up to the second steep jump at the 210-foot marker, where the hill has been bulldozed off to form a large shelf, then continues to the top.

540cc

Rick Soter III got off to a slow start in the 540cc class, as his first run was fraught with difficulties. After a good launch, Soter lobbed off the first jump, then grabbed a handful of throttle for the run up the rest of the hill. Unfortunately, the nitro-burning BSA stood on end as Soter fought off a big wheelie, forcing him to back off a bit. Soter carded a 7.2820-second run. Soter's round-two run proved much faster. He had an excellent launch and again had to fight a wheelie to get through the second jump. Once through, the BSA kicked from the right side to the left and Soter had to manhandle the rebellious nitro-burner to the lights to record a 6.3631, netting him third on the day.

"I figured I'd better do something," Soter said. "The second (ride), I got lucky and it was half decent."

Terry Thompson started on the left side of the hill. Jumping off the first obstacle, Thompson's BSA squirmed under him as he looked for traction. Back into the groove, Thompson jumped the second obstacle with a hard blast to the light to clock a 6.3144 for his first ride. Thompson stepped it up with his second ride, having to fight off a lofty front wheel through the midsection of the hill. He kept it together as he wound up the fuel-injected BSA, going through the lights to clock an awesome 6.1731.

Ted Wilkins stepped off the log in a fast frenzy as his machine screamed off the log. Lobbing over the jump, Wilkins hammered the throttle as the stretched Rotax squirmed. Floating the front wheel, Ted got set up for the second jump as he sat down before it. Flying over the jump and over the top, Wilkins recorded a 6.2520 for his first ride. Wilkins' second ride needed to beat Thompson's second ride for him to take over the lead. Flying off the second jump, Wilkins' Rotax squirmed under him as he shot up the hill in a screaming frenzy aboard the nimble machine. Stretched over the back of the seat in an attempt to transfer weight to the rear tire, Wilkins got the hookup he needed. With the speed he had, Wilkins had to bail off his machine, following it over the top as the clock display flashed the winning time of 6.0361.

"I thought I had to hit it once more after the last jump, but I probably shouldn't have... I hit once more and that looped me," Wilkins said of his bail-off.

800cc

Willie Price had his fuel-injected, nitro-burning Harley-Davidson backed into the hole for him as he stood looking up the hill in last-minute preparation for his assault. Fired and ready, Price cracked the throttle and dropped the clutch to pull a hard launch. Once back on the ground after the first jump, Price pinned the throttle as the monstrous machine dug in hard. Staying centered, Price never let up as he rocketed over the second jump and blasted through the lights with an airy exit over the top to record a 5.7529. It was the only run he needed to win the class.

Jason Petty put together a showy first ride as he fishtailed coming off the first jump with the bike kicking around under him. Petty finally found the groove, whereupon he dug in - but suffered from a wheelie. Up tall, Petty rode to and over the second jump in unicycle fashion. Getting a kick, the Harley looped out from under Petty. Making the lights aboard the stretched machine, the announcer barked over the cheers of the crowd that the timers had malfunctioned and that Petty would get another ride. This time Petty put in a straight-line run, attempting to pop the bubble Price was sitting on. Obviously faster than the earlier run, Jason was happy with the 5.9572 timed ride. Petty's second-round run proved slower, with another wheelie-plagued ride. Petty still managed a 6.2330 aboard the Gerenger-built Harley Davidson. The first run secured Petty a third-place finish.

"Large snuck in there and chipped me out a little bit, but he deserves it," Petty said. "He's running real well."

James "Jammer" Large of the Pro USA Team had his machine rolled into the pit by team leader Tom Reiser, the sponsor and builder of Large's ride. Large lobbed off the first jump using the center-line attack. Looking for traction, the Harley danced under the points leader. The wheelspin left Large with a 6.3585-second time on his first ride. On the second run, Large jammed up the left side and logged a lot of air time over the first jump. Continuing up the left side, Jammer fed the nitro-burner all it wanted as he dashed to the lights to clock a fast 5.8141-second run; only a few hundredths slower than Price's pace-setting ride, leaving him second on the day.

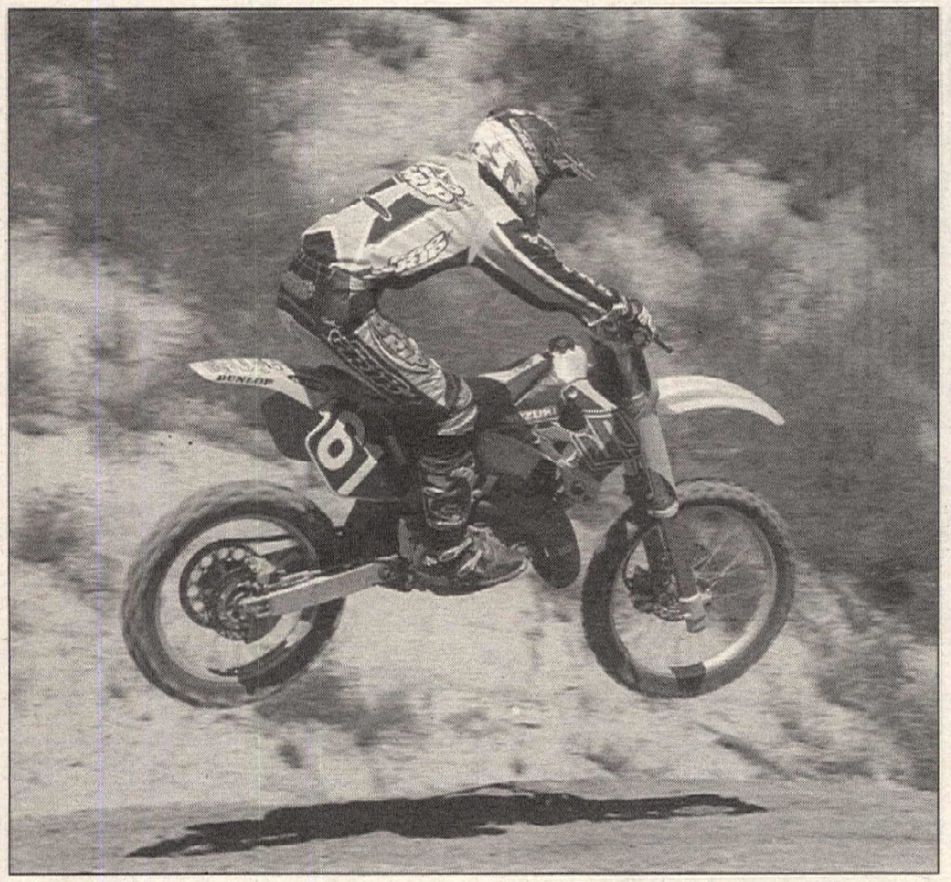
"Once I made it over the little breaker there, I left it on, went clear to the top and it came out good for me," Large said. CN

(Above left) Willie Price set the fast time of the day with his single run in the 800cc class.
(Above right) Ted Wilkins took the win in the 540cc class on his Rotax-powered hillclimber.

White Rose MC
Jefferson, Pennsylvania
Results: September 28, 1997

540: 1. Ted Wilkins (Rtx); 2. Terry Thompson (BSA); 3. Rick Soter III (BSA); 4. Kevin Zucco (Kaw); 5. David Watson (Hon).

800: 1. Willie Price (H-D); 2. James Large (H-D); 3. Jason Petty (H-D); 4. Rodney Williams (H-D); 5. Greg Williams (Hon).



(Left) Oscar Valdez took the 125cc Intermediate-class win with a 1-2 at the fourth round of the GFI Fall Motocross Series, held in Lake Piru, California.
(Above) Kevin Holmes won the 80cc Beginner class at the fourth round of the GFI Fall Motocross Series.

GFI Fall Motocross Series, Round 4

Valdez victorious

By Greg Robertson

LAKE PIRU, CA, OCT. 12

Suzuki rider Oscar Valdez ran away with the first 125cc Intermediate moto win, then played it smart and took a second-place finish in the second moto to wrap up the overall win during round four of the GFI Fall Series, held at the Lemon Grove Motocross Park.

The first 125cc Intermediate moto started with a bang as a first-turn pileup on the uphill start claimed series points leader Bryan McGavran, Terry Gastouniotis, Glenn Branson and Chris Sprenkel. Mark Tilley escaped with the lead over Valdez and Dusty Walters. Valdez got around Tilley by lap two and pulled away for a convincing win.

"I saw McGavran fall and I saw him hit pretty hard," said Valdez, "so I just said, 'I gotta get away now if I want this overall,' so I had to do it and got around Tilley in the back straight to lead."

Walters latched on to Tilley's back fender on lap three and never let go. Tilley greeted the checkers in second place with Walters in his shadow, just waiting for a mistake that never happened. Paul Temmerman was back a few seconds for fourth, ahead of Nick Scott and Gastouniotis.

The second moto belonged to McGavran right from the drop of the gate. The Fox/NCY/CTi-backed YZ pilot grabbed the holeshot and within a lap had six seconds on Valdez.

"I just wanted to win and get a good place and add some points up (for the series) and hopefully pull away as far as I could, and I did that," McGavran said. "I just tried to ride smooth and not think about anybody else, and ride my own race."

Valdez knew he didn't have to win the second moto to claim the overall win, and set a comfortable pace that kept him out of the grasp of Tilley, who was running third.

"I usually get the holeshot, but I don't know what happened this weekend," Valdez said. "McGavran was fast out there. I knew I didn't have to deal with him, so I just rode smart and got second in the moto. The track got a little rough in the second moto, but I had to deal with it."

Tilley finished a lonely third for second overall on his LBZ/Spy/Lunde Racing-backed RM125.

"I finally got good starts and ran up there with those guys, not playing catch-up anymore," Tilley commented after the second moto. "They've just got motors on me. I've got to get my motor done. The track got rough. I like it when it's rough: You find out who's been training and who's not been training."

McGavran picked up the third-place trophy with his 7-1 score. Walters dogged Branson all the way to the finish in the second moto for fourth overall with 3-5 scores. Temmerman went 4-7 to round out the top five.

Michael Meadows and Dieter Temmerman went at it head to head during the first 125cc Novice race on the hilly track. Meadows jumped out to an early lead and would spend the entire race keeping Temmerman at bay. A mistake by Temmerman on the final lap gave Meadows some breathing room at the finish.

"On the last lap, I was trying to pass him (Meadows) and I wrecked over a tabletop in the back," Temmerman said. "I still got up in second place, so it was all right."

Matt Condon overcame a bad start to take a well-deserved third over Jason Ebel and Cliff Jennings.

The second moto saw Meadows get another good start, but Temmerman was right on his tail and had other plans.

"I had him (Meadows) a couple of times almost coming down the downhill in the first moto," Temmerman explained, "so I just tried to get him right away, and I got him on the first lap and just tried to pull away really quick and hang on from there."

And that's what he did, taking the second-moto win a few seconds ahead of Meadows.

"I had a hard time keeping up with him (Temmerman). I wish I could have got him," said Meadows, who recently moved up to a 125 from the mini class. "I think this is my sixth race on a 125. I like them a lot - a lot more than the minis. No more minis; I can't handle them."

Jennings and Condon argued over third place for much of the second moto, with Jennings breaking away in the final stages to earn the position. Condon's 3-4 score just edged out the 5-3 of Jennings for the third-place trophy. Jason Ebel slowly climbed through the field in both rounds to go 4-5 for fifth.

David Sullins was untouchable in the opening round of 125cc Beginner action. Sullins established an immediate lead that grew to 10 seconds within the first couple of laps. Clint Ewing spent the moto getting his new YZ up to speed and was rewarded with a second-place finish in front of Jay Johnson, Jimmy Eberle and Jason Monohan.

Kevin Jennings had a disastrous first moto, crashing a couple of times and just plain not getting along with the hard-packed track en route to an eighth-place ride. The second moto was a totally different story, as Jennings nailed the holeshot and never looked back during his runaway win.

"I just rode steady," admitted Jennings after round two. "I didn't want to go haywire and go way over my riding ability. I pulled away from them pretty good. Once I pulled away, I just stayed the same pace because I didn't want to ride too fast and crash. In the second moto, the track dried out a little, but besides that it was an awesome track."

Sullins was buried in the pack off the start but never gave up and managed to work all the way up to third, which was good enough for the overall win. Johnson held off Sullins in the final laps to finish in the runner-up position and earn second in the class with his 3-2 score. Ewing went 2-5 for third.

An obviously happy Shane Good greeted the checkers well ahead of everybody else in both 250cc Beginner motos.

"I got good starts and rode smooth," Good said. "I love the track. This is the first time I've ever been here. I haven't raced in six months; I just came out with my buddies and did awesome. I honestly thought I would be top-five if I came out here - I didn't think I would do that good. I'm totally surprised, totally stoked!"

A first-moto fall kept Chris Conahan from finishing any higher than fourth, but a good start and staying on two wheels during round two paid off with a second-place trophy for the Honda rider. Mark Broneau's 3-4 score got the better of Scott Meierhoff's 2-5 for third overall.

Branden Milstead led every inch of the first 250cc Novice moto for the win, but not without plenty of pressure from Ryan Doty during the final two laps. The Pomona Valley Kawasaki/LBZ-sponsored Doty was quickest out of the gate in moto two, only to go down on the first lap.

"My front end just washed right out," Doty said. "I was able to pick the bike up fast enough to still be in fourth. I battled all the way up to get by him (Milstead). I got him on the white-flag lap with a clean pass and was able to hold him off."

Milstead finished a close second with both front-runners well ahead of Dusty Nabors, who went 3-3.

Honda of Troy's team manager Erik Kehoe was the 250cc Pro-class winner. Yamaha-mounted Takeshi Koikeda definitely made Kehoe work for his money, though, as Koikeda was all over Kehoe for the first 15 laps of the 17-lap one-shot Pro moto. Kehoe put a couple of seconds on Koikeda right at the end for the victory.

Eric Fleming used the power of his Thousand Oaks Kawasaki-backed KX500 to pick up the Over 30 Novice-class first-moto win while the ground was still tacky. Eric Hameister closed in on Fleming, but ran out of time and had to settle for second.

Hameister holeshot moto two, but Fleming dropped him to second by lap two. Hameister stuck with Fleming and returned the favor on the last lap to wrap up the overall win. Bruce Richards and Scott Highland played catch-up in both races to finish third and fourth overall, respectively. CN

(Left) Paul Koch rode to two class wins at the New Ulm Short Track in Minnesota. (Below) Jamie McCoy (70) won the Over 30 A class and Nicky Baker won the Over 30 B class at round 12 of the AMA USA MegaSeries, held in Forest City, North Carolina.

Lemon Grove MX
Lake Piru, California
Results: October 12, 1997

50 OPEN: 1. Chad Gores (Lem); 2. Justin Mulford (Lem).
60 BEG: 1. Chad Gores (Kaw); 2. Justin Mulford (Kaw); 3. Colton James (Kaw).
80 BEG: 1. Kevin Holmes (Yam); 2. Donnie Gritton (Kaw); 3. Bryan Ehrman (Kaw): 4. Chase Meineke (Yam); 5. Spencer Meineke (Yam).
80 NOV: 1. David Sullins (Yam); 2. Thomas Glasbrenner (Kaw).
80 INT: 1. Cale Wallace (Yam); 2. Jason Terry (Yam); 3. Anthony Bruscella (Yam); 4. Donnie Gritton (Kaw); 5. Jeremy Kelper (Suz).
125 BEG: 1. David Sullins (Yam); 2. Jay Johnson (Hon); 3. Clint Ewing (Yam); 4. Jimmy Eberle (Yam); 5. Kevin Jennings (Suz).
125 NOV: 1. Dieter Temmerman (Yam); 2. Michael Meadows (Yam); 3. Matt Condon (Yam); 4. Cliff Jennings (Suz); 5. Jason Ebel (Suz).
125 INT: 1. Oscar Valdez (Suz); 2. Mark Tilley (Suz); 3. Bryan McGavran (Yam); 4. Dusty Walters (Yam); 5. Paul Temmerman (Kaw).
250 BEG: 1. Shane Good (Hon); 2. Chris Conahan (Hon); 3. Mark Broneau (Hon); 4. Scott Meierhoff (Yam); 5. Zach Canizales (Suz).
250 NOV: 1. Ryan Doty (Kaw); 2. Branden Milstead (Suz); 3. Dusty Nabors (Yam); 4. Tim Konkol (Yam); 5. Jay Pavlovec (Yam).
250 PRO: 1. Erik Kehoe (Hon); 2. Takeshi Koikeda (Yam).
25+ NOV: 1. Jamie Young (Yam); 2. Tim Konkol (Yam); 3. Darin Pierce (Kaw); 4. Jay Pavlovec (Yam).
25+ INT: 1. Terry Gastouniotis (Yam).
30+ BEG: 1. Mark Broneau (Hon); 2. Milton Mize (Hon); 3. Scott Pierce (Kaw).
30+ NOV: 1. Eric Hameister (Yam); 2. Eric Fleming (Kaw); 3. Bruce Richards (Kaw); 4. Scott Highland (Suz); 5. Jamie Young (Yam).
40+ EX: 1. Willie Kennedy (Hon).

Koch captures New Ulm Short Track

By Tim McBride
Photo by Kelly Koch

NEW ULM, MN, SEPT. 20
Paul Koch saved the best for last by winning two out of a possible three classes he entered during the final District 23 dirt track race of the 1997 season. The venue was hosted by the Flying Dutchman MC and was held at the Brown County fairgrounds' quarter-mile clay oval.

The fun started in the Stock Frame-class main event when Koch repeated his heat-race performance by racing to a wire-to-wire victory over Bob Herman, John Sutherlin, Pat Fargen, Marty Mataya and the rest of the nine-rider field.

The Over 40 final proved to be a bit more exciting, as Koch gated third behind Herman and race leader Buzz Arndt. With only two laps remaining, Koch sped by Herman and quickly closed in on Arndt. As they raced out of turn four for the final time, Arndt slid high, allowing Koch to sneak by on the inside for the win.

Koch was looking forward to a hat trick as the 16-rider Vintage Single main event rolled onto the starting grid. Herman, however, had the start wired and raced to victory with Koch hot on his heels.

"When we came up on some lapped riders, I was hoping they would goof him (Bob) up in order for me to sneak by, " Koch said afterward, "but we ran out of laps."

Once again, the 60cc class displayed the tightest competition. Another first-time race winner emerged in the form of Trackstar Motorsport's Jacob Mataya. Josh Koch won the heat race and picked the first spot on the line for the main event. Mataya, however, sported the best reactions at the start, as he bolted into the lead and raced on to his first big win of the season. Koch fended off the advances of class-favorite Shawn Burr to earn second-place honors. A resurgent Travis Henrichs finished a respectable fourth, ahead of Cody Swenson and Ashlee Sullivan.

In Open Pro action, Bill Hofmeister went to the point after the start of the 20-lap main event, with Verdeen Langland, Dan Zitur, Eric Brouhard, Marcus Bauer, Ron Brisbin, C.J. Beving and Peter Tapkin giving chase. Langland, Zitur and Brouhard were the only riders able to offer Hofmeister any competition as they broke away from the rest of the pack. On lap 17, Zitur maneuvered his Larson's Cycle Racing-sponsored Wood-Rotax by the Young America-powered DTXed CR500 of Langland. With that, the first and second finishing positions were locked in. The next lap saw Langland slide off the track between turns three and four, allowing Brouhard to earn the final position on the podium.

Results

MINI JR: 1. Jeremy Anderson; 2. Cole Fealy; 3. Nicholas Mataya; 4. Natasha Waschek.
MINI SR: 1. Keith Swenson.
60: 1. Jacob Mataya; 2. Joshua Koch; 3. Shawn Burr; 4. Travis Henrichs; 5. Cody Swenson.
80: 1. Troy Johnson; 2. Anthony Gardner; 3. Willie Broten; 4. Jacob Mataya; 5. Shawn Burr.
250 AM: 1. Bitsy Kantor; 2. Tim McBride; 3. Mike Johnson; 4. Mark Rolf; 5. Willie Broten.
NOV: 1. Pat Pearce; 2. Willie Broten; 3. Adam Henrichs; 4. Duane Swenson; 5. Richard Waschek.
OPEN AM: 1. Lee Fealy; 2. Bitsy Kantor; 3. Randy Thistle; 4. Marty Mataya; 5. Adam Henrichs.
OPEN PRO: 1. Bill Hofmeister; 2. Dan Zitur; 3. Eric Brouhard; 4. Verdeen Langland; 5. Marcus Bauer.
VINT SGL: 1. Bob Herman; 2. Paul Koch; 3. Tim McBride; 4. Charlie Langland; 5. Randy Thistle.
VINT TW: 1. Buzz Arndt; 2. Bob Reynolds; 3. Ron Leeman.
30+: 1. Tim Gregory; 2. Mike Ledin; 3. Bitsy Kantor; 4. Tim McBride; 5. Doug Sullivan.
40+: 1. Paul Koch; 2. Buzz Arndt; 3. Bob Herman; 4. Charlie Langland; 5. John Sutherlin.
50+: 1. Buzz Arndt; 2. Charlie Langland; 3. John Sutherlin; 4. Bob Reynolds.
STK FRM: 1. Paul Koch; 2. Bob Herman; 3. John Sutherlin; 4. Pat Fargen; 5. Marty Mataya.

Slater slams at Cathey's Creek MX

By Barbara Williams

FOREST CITY, NC, SEPT. 22
Brett Slater won a hard-fought battle to take the 50cc (7-8) class win and move into the class points lead at round 12 of the 15-race AMA USA MegaSeries. More than 370 riders came to Cathey's Creek MX Park to do battle in the race, which was also billed as the Suzuki Western Carolina Motocross Championships and was sponsored by Dal-Kawa Suzuki, Suzuki of Gastonia and Suzuki Motorsports of Charlotte. Team riders from these three dealerships delivered the goods, notching 27 top-five finishes.

In the tightest points race of the MegaSeries so far this season, Suzuki of Gastonia's Davin Price battled Spartanburg, South Carolina's Slater in the 50cc (7-8) class. Only one point separated these young warriors before the start of moto one. Price grabbed the holeshot and looked to be the easy winner, but a crash put him on the ground and handed the moto win to Slater. Price recovered slowly and finished far back in the pack.

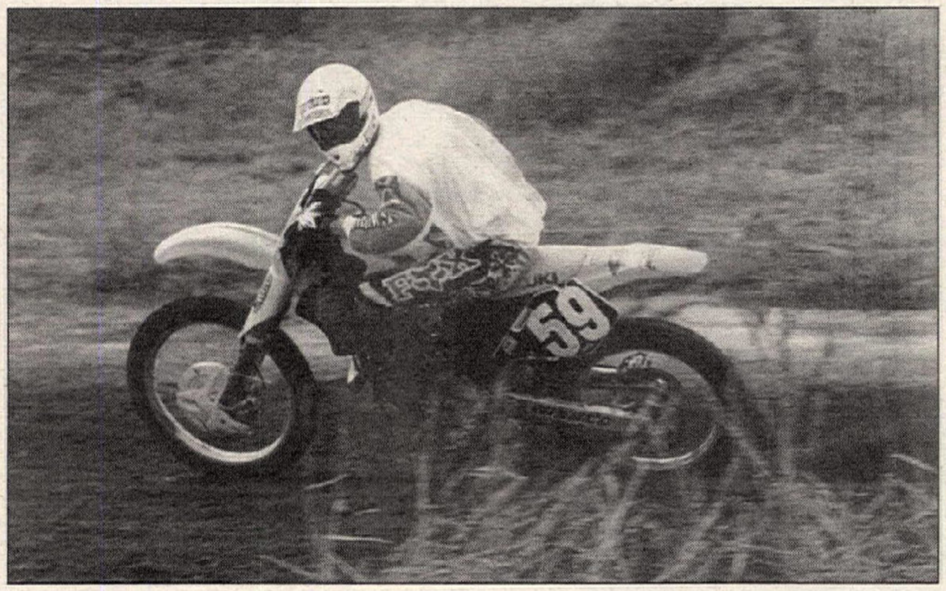
Price again leaped to the front of the 50cc (7-8) division in moto two, and this time made no mistakes to lead every lap and take the checkered flag as the winner. Slater finished second, and his 1-2 finishes gave him the overall victory and put him ahead in MegaSeries points standings.

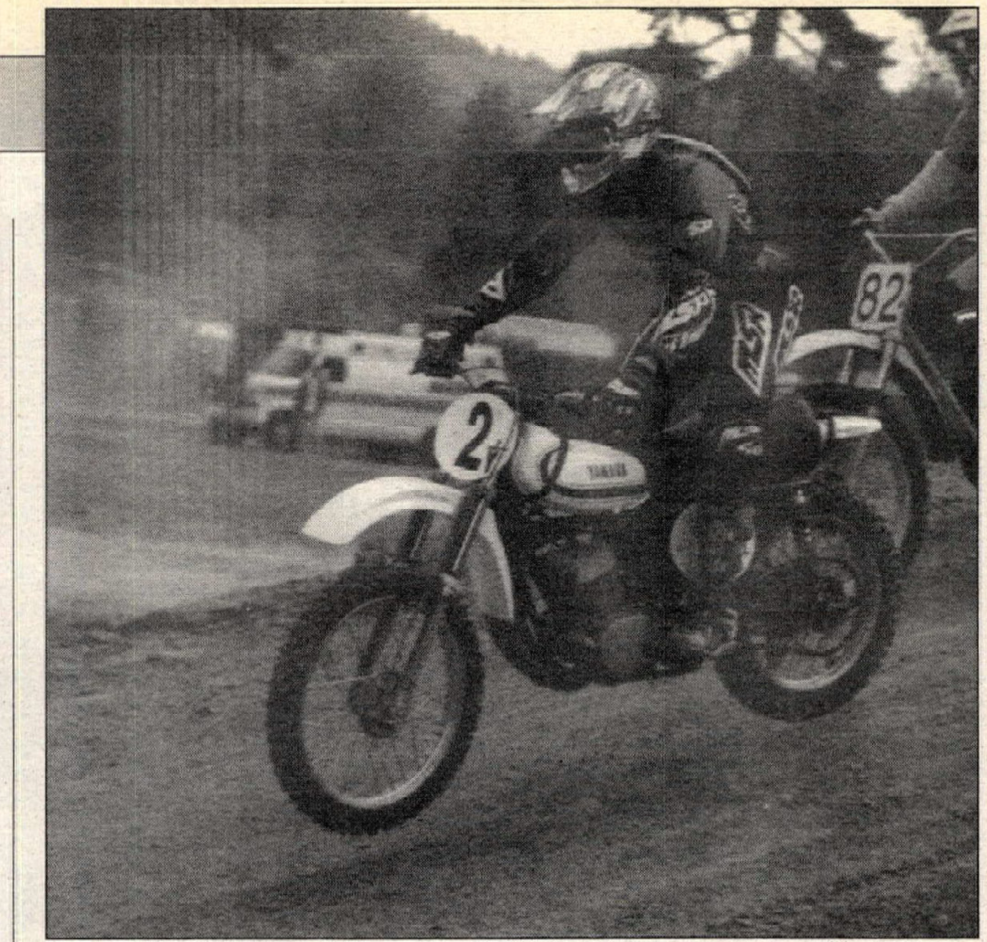
Suzuki of Gastonia's father/son team of Mark and B.J. Huntsinger earned three top-three finishes between them. Dad took a hard-fought second in the Over 30 C class, trading moto wins with Kingsport Suzuki/Interstate Cycles' David Tucker, and also took a third in the Over 25 C class, while son B.J. was the winner of the Junior Mini division.

B.J. Huntsinger's double moto wins weren't nearly as easy as they looked on paper, because he had to deal with North Carolinian Matt Miller, Chase Roberts from Tennessee, Joshua Davis of Georgia, and Jeffrey Fields. Miller currently holds the MegaSeries points lead for the Junior Mini class, and prior to this race was almost 30 points ahead of Huntsinger. It is still possible for Huntsinger to pull off a miracle and steal the championship, but only if major difficulties befall Miller.

Results

50 (4-6): 1. Brandon Large (Cob); 2. Brett Michaud (Cob); 3. Tyler Bright (KTM); 4. McKinnon Welborn (Cob); 5. Taylor Futrell (Act).
50 (7-8): 1. Brett Slater (Cob); 2. Austin Stroupe (Cob); 3. Broc Tickle (Cob); 4. Davin Price (Lem); 5. David Fine (Cob).
65 (7-9): 1. Joshua Davis (Kaw); 2. Aaron Nations (Kaw); 3. Davin Price (Kaw); 4. Michael Ridge II (Kaw); 5. Philip Ivers (Kaw).
65 (10-11): 1. Christopher Chesnee (Kaw); 2. Trey Meek (Kaw); 3. Garrett Meek (Kaw); 4. Brandon Brock (Kaw).
80 BEG: 1. Devin Black (Hon); 2. Timothy Horn (Kaw); 3. Edwin Holland (Kaw); 4. Chase Whitten (Kaw); 5. Benjamin Hinson (Yam).
JR MINI: 1. B.J. Huntsinger (Suz); 2. Matt Miller (Suz); 3. Chase Roberts (Kaw); 4. Joshua Davis (Kaw); 5. Jeffrey Fields (Yam).
85 (12-13): 1. Joshua Summey (Kaw); 2. Nicholas Vargo (Suz); 3. Adam Overcash (Suz); 4. Richard Joey Garnes (Suz); 5. Stephen Weaver (Hon).
85 (14-15): 1. Casey Barnes (Suz); 2. J.R. Carter (Kaw); 3. Aaron Stancil (Yam); 4. Michael McGourty (Yam); 5. Chris Ferguson (Suz).
S/MINI: 1. Joshua Summey (Kaw); 2. J.R. Carter (Kaw); 3. Adam Overcash (Suz); 4. Nicholas Vargo (Suz); 5. Richard Joey Garnes (Suz).
SCHBY: 1. Ben Riddle (Kaw); 2. Jered Black (Yam); 3. Joshua Capps (Kaw); 4. Casey Barnes (Suz); 5. Hans Neel (Hon).
125 A: 1. Jim Chester (Suz); 2. Caleb Leath (Yam); 3. Tim Hodock (Hon); 4. Tilden Styron (Suz); 5. Jason Thompson (Yam).
125 B: 1. Ben Riddle (Kaw); 2. Jeffery Ryan (Suz); 3. Brad Edwards (Suz); 4. Jered Black (Yam); 5. Jamie Nicholson (Kaw).
125 C: 1. Brannon Ferguson (Kaw); 2. Shane Hager (Hon); 3. Aaron Ellenburg (Suz); 4. Doug Earls (Suz); 5. Justin Brooks (Kaw).
125 D: 1. Terrell Collins (Hon); 2. Chris Lewis (Suz); 3. J. Alan Hull (Yam); 4. Daniel Dickens (Kaw); 5. Travis Walker (Yam).
250 A: 1. Jim Chester (Suz); 2. Marcus Hedrick (Suz); 3. Todd Baisden (Suz); 4. Troy Crisp (Suz); 5. Tim Hodock (Hon).
250 B: 1. Jeffery Ryan (Suz); 2. Joshua Capps (Kaw); 3. Brad Edwards (Suz); 4. Daniel Tesh (KTM); 5. Wesley McCoy (Suz).
250 C: 1. Aaron Ellenburg (Suz); 2. Chris Riggins (Kaw); 3. Jay Taylor (Suz); 4. Kevin Blalock (Yam); 5. Roy Lee Dennie (Hon).
250 D: 1. Noel Hall (Kaw); 2. Randy Weddington (Kaw); 3. Floyd Hawkins (Kaw); 4. Robert Ingle (Suz); 5. Robert Kent Little (Hon).
U/L AM: 1. Daniel Tesh (KTM); 2. Timmy Milligan (Suz); 3. Shane Lawson (KTM); 4. Wesley McCoy (Suz); 5. Frankie Mullinax (Hon).
U/L C/D: 1. Kevin Blalock (Yam); 2. Thomas Mac Epps (Suz); 3. Travis Reagan (Kaw); 4. Shaun Henson (Hon); 5. Jerry Strange (Hon).
25+ A: 1. Jim Chester (Suz); 2. Joel Nicky Baker (Suz); 3. Todd Baisden (Suz); 4. Robby Bargstedt (Suz); 5. Kirk Johnson (Yam).
25+ B: 1. William Cassavaugh (Suz); 2. Rodney Wise (Suz); 3. Shane Jenkins (Kaw); 4. Albert Jamie McCoy (KTM); 5. Steve Mason (Suz).
25+ C: 1. Kevin Blalock (Yam); 2. David Tucker (Suz); 3. Mark Huntsinger (Suz); 4. Roy Lee Dennie (Hon); 5. Mitch Libera (Yam).
30+ A: 1. Joel Nicky Baker (Suz); 2. Robby Bargstedt (Suz); 3. Carl Vargo (Suz); 4. Ross Johnson (KTM); 5. Brandon Joseph (Hon).
30+ B: 1. Albert James (KTM); 2. Larry Sparks (Hon); 3. Leslie Belcher (Suz); 4. Robert Dale Woody (Hon); 5. Jimmy Pitcock (Suz).





(Above) Billy Schroeder sneaks a peek at the competition en route to his win in the 125cc Expert class at Nebraska's White Sands Raceway.
(Right) Dallas Nyblod (2) had a good day, winning the 250cc Expert, Over 30 Expert and Grand Prix classes at the Vintage Motocross held in McCleary, Washington.

30+ C: 1. David Tucker (Suz); 2. Mark Huntsinger (Suz); 3. Ronald Weaver (Yam); 4. Troy Bunch (Suz); 5. Gary Baisden (KTM).
35+: 1. Joel Nicky Baker (Suz); 2. Steven Lewis (Yam); 3. Thomas Perkins (Suz); 4. Gary Meek Jr. (Hon); 5. Carl Jenkins (Suz).
40+: 1. Steven Lewis (Yam); 2. Gary Baisden (KTM); 3. Johnny Gibson (Hon); 4. Carl Jenkins (Suz); 5. Steve Corlee (Suz).
48+: 1. Steve Corlee (Suz); 2. Byron Hager (ATK); 3. Ted Shortridge (Suz); 4. Jim Cretsinger (Mai); 5. Rock Fields (KTM).

Nyblod, Fay fastest at Oly Vintage Motocross

By Clay Light

MCCLEARY, WA, SEPT. 27
Mickey Lee Fay, the AMA National number-13 Dirt Track/TT Pro plate holder, temporarily exchanged his Rotax for a pair of vintage motocrossers and came away with a 125cc Expert-class overall win at the annual Tacoma Motorcycle Club-sponsored vintage motocross, held at the Thurston County ORV Park, near Olympia.

Joining the Honda- and Husqvarna-mounted Fay in the Expert-class winner's circle were Honda- and Yamaha-mounted Dallas Nyblod and Yamaha rider Ron Fish, winners of the 250cc and Over 30 and Open Expert classes, respectively.

Fish, who rode a Yamaha 360, and Nyblod, aboard a Honda CR125, battled back and forth in the first combined 125/Open Expert-class motos. Fish outlasted all of Nyblod's advances to post the win, ahead of a battle for third between Fay and fellow Honda rider Jeff Pugh. The battle went Fay's way.

Fay came back to top the second moto, but it wasn't without a bit of luck. Fish and Nyblod led Fay and company in moto two, but Nyblod encountered problems, and then Fish floundered late in the moto. This allowed Fay, who was never far behind, to take the lead and the 125cc win, ahead of Nyblod, who recovered to salvage second overall (1-2) ahead of Pugh. Fish netted the Open win ahead of Husky rider Dirk Murphy.

Nyblod captured both of the 250cc Expert motos, which ran combined with the Open Amateurs, beating Fay's 1975 Husqvarna and the Yamaha YZ of Jim Noble for the honor. Fay and Noble spent most of both motos battling for second to Nyblod, which went to Fay in both motos as he grabbed second overall.

CZ-mounted Kenny Brynn took the measure of the Open Amateur class. Brynn, however, missed the start of the first moto but forged through traffic to make up for what was nearly a half-a-lap deficit, taking second behind Ken McCorkle. Brynn bested the field of Amateurs in moto two after a much-improved start for his first of two overall wins. (He later came back to win the Over 40 Amateur class.)

Maico rider Dale Hodson was winner of the Open Almost Vintage class, which was open to machinery from 1975 through 1980. Hodson won both motos, holding under incredible pressure from Yamaha TT500 rider Tom Sheard, who was second overall with 2-2 showings. Sheard beat LaFaye McCarver and his monster 500cc Honda-powered machine, who ended up third overall. Jonathan Stuart and Randy Brown were winners of the 250 and 125cc Almost Vintage classes, respectively.

Nyblod capped off a triple class decimation after his win in the final race of the day - the Grand Prix, where he beat Sheard, Christopher James and CZ rider Neil Giertsen.

Results

125 AM: 1. Harry Taylor; 2. Mark Lester; 3. Colby Campbell; 4. Jeff Anderson.
125 EX: 1. Mickey Fay; 2. Dallas Nyblod; 3. Jeff Pugh.
250 AM: 1. Randy Brown; 2. Todd Badham; 3. Steve Row; 4. Cody Murphy.
250 EX: 1. Dallas Nyblod; 2. Mickey Fay; 3. Jim Noble.
30+: 1. Christopher James; 2. Jeff Pugh; 3. Todd Badham; 4. Reese Dengler.
30+ EX: 1. Dallas Nyblod; 2. Ron Fish; 3. Neil Giertsen.
40+ AM: 1. Kenny Brynn; 2. Ken McCorkle.
40+ EX: 1. Dirk Murphy.
50+ AM: 1. Dave Row; 2. Ron Predmore.
50+ EX: 1. Jim Noble.
60+ AM: 1. Bob Smith; 2. T.J. Linde.
125 A-VINT: 1. Randy Brown; 2. Mike Taylor.
250 A-VINT: 1. Jon Stuart; 2. Philip Knutson; 3. Bud Roberts.
OPEN A-VINT: 1. Dale Hodson; 2. Tom Sheard; 3. LaFaye McCarver; 4. Troy Harris.
4-STRK A-VINT: 1. LaFaye McCarver.
OPEN AM: 1. Kenny Brynn; 2. Steve Row; 3. Tom Sheard; 4. Christopher James.
OPEN EX: 1. Ron Fish; 2. Dirk Murphy.
4-STRK EX: 1. Gene Boere.
PRE UNIT: 1. Alan Moore; 2. Ron Predmore; 3. Myron Johnson.
PRE-170 AM: 1. Erik Giertsen.
PRE-170 EX: 1. Alan Moore; 2. Gene Boere.
GP: 1. Dallas Nyblod; 2. Tom Sheard; 3. Christopher James; 4. Neil Giertsen.

Schroeder shines at White Sands Motocross

By Matt Draper

ASHLAND, NE, SEPT. 21
Nebraska Motorcycle Parts' Billy Schroeder was the top dog in 125cc Expert action at White Sands Raceway. Schroeder used consistency to capture the overall, ahead of NMP teammate Nick Delozier and NCY-backed Grant Watts.

In moto one, Watts headed the charge into turn one, with Schroeder and Jeff Ferrin tucked tightly on the inside. When Watts went wide, Schroeder sneaked inside on the tricky downhill left-handed turn to momentarily grab the lead. Watts' momentum from the outside carried him to the inside of the next turn and, when the lead trio ripped down the finish-line straightaway, it was Watts leading Schroeder and Ferrin. The order stayed the same for two laps until Watts encountered trouble on lap three, throwing his bike away over a berm and handing the lead to Schroeder.

"My hand came off my grip and I couldn't brake into the turn," remarked a dejected Watts. "The clutch perch broke, and that was it for me."

With Watts out of the race, Schroeder had clear sailing, having built up a considerable lead over Ferrin and the slow-starting Delozier. Delozier displaced Ferrin for second and set his sights on Schroeder. Delozier's charge to the front, however gallant, was too little too late, as Schroeder took the checkers first, followed by Delozier. A late pass by Paul's Yamaha/Shift-sponsored Todd Ramsey earned him third, ahead of a fading Ferrin.

Moto two saw a near repeat of the moto-one holeshot, but this time Schroeder came out ahead of his friendly rival Watts. The pair set a much faster pace than in the previous moto, quickly getting away from the pack. This time it was Watts who was doing the following, though, looking for a way around the speedy Schroeder. Watts' patience paid off on lap four, when Schroeder stalled his Suzuki in a tight, rutted left-handed turn.

"I can't believe I stalled it," Schroeder exclaimed. "I covered the inside like you're supposed to and a mental error cost me the race. That's racing, I guess."

Watts rode flawlessly to the end, winning the moto, but Schroeder was able to remount and hold on to second, ahead of Delozier. Schroeder's 1-2 gave him the overall win, followed by Delozier (2-3). Watts wound up third with a DNF-1, while Bill Holding (6-4) and Brandon Swadley (5-5) rounded out the top five.

Results

50 (4-6): 1. Jerry Moore (KTM); 2. Dalton Klimek (KTM); 3. Riley Broderson (KTM).
50 (7-8): 1. Ricky Draper (KTM); 2. Jason Steeve (Lem); 3. Kayla Turpitt (KTM).
60: 1. Craig Royse (Kaw); 2. Tim Cigelman (Kaw); 3. Andrew Long (Suz).
80 BEG: 1. Andy Petaseno (Kaw); 2. Justin Kurtenbach (Kaw); 3. Robbie Pike (Kaw); 4. Dan Smith (Suz); 5. Brandi McLain (Hon).
80 INT: 1. Travis Murray (Kaw); 2. Tyler Larson (Hon); 3. Jake Leighty (Kaw); 4. Joshua Spuloch (Kaw); 5. Billy Odinas (Kaw).
80 EX: 1. Tyler Grossenbacher (Suz).
80 OPEN: 1. Tyler Grossenbacher (Suz); 2. Travis Murray (Kaw); 3. Derick Thomas (Yam).
125/250 BEG: 1. Steve DeBauche (Suz); 2. Joe Lammers (Hon); 3. Nick Cristensen (Kaw); 4. Mike Krajicek (Hon); 5. Art Erickson (Hon).
125 NOV: 1. Boomer Jones (Kaw); 2. Tom Van Vugt (Yam); 3. Daniel Fliam (Hon); 4. Ryan Guinn (Kaw); 5. Scott Larson (Kaw).
125 INT: 1. Brad Holding (Suz); 2. Don Bolte (Kaw); 3. Josh Cunningham (Suz); 4. Jeff Coyle (Kaw).
125 OPEN AM: 1. Boomer Jones (Kaw); 2. Don Bolte (Kaw); 3. Tom Van Vugt (Yam); 4. Paul Schwaget (Hon); 5. Josh Cunningham (Suz).
125 EX: 1. Billy Schroeder (Suz); 2. Nick Delozier (Kaw); 3. Grant Watts (Yam); 4. Bill Holding (Suz); 5. Brandon Swadley (Hon).
250 NOV: 1. Jeff Patchin (Suz); 2. Jesse Henderson (Hon); 3. Steve Mortensen (Kaw); 4. John Anderson (Suz); 5. Earl Justus (Suz).
250 INT: 1. Don Bolte (Kaw); 2. Randy Toy (Hon); 3. Jim Hurtz (Hon).
250/OPEN AM: 1. Brian Paulsen (Hon); 2. Randy Toy (Hon); 3. Jeff Patchin (Suz); 4. Eric Stevens (Kaw); 5. Monte Dorscher (Hon).
250 EX: 1. Nick Delozier (Kaw); 2. Jeff Ferrin (Kaw); 3. Brandon Swadley (Hon).
OPEN OUTLAW: 1. Nick Delozier (Kaw); 2. Jeff Ferrin (Kaw); 3. Grant Watts (Yam); 4. Billy Schroeder (Suz); 5. Todd Ramsey (Yam).
VET 30+: 1. Don Bolte (Kaw); 2. Todd Ramsey (Yam); 3. John Urbanousky (Hon); 4. Jim Hurtz (Hon); 5. Frank Royse (KTM).
VET 40+: 1. Bob Cigelman (Kaw); 2. Bob Edwards (Yam); 3. Bob Johnson (Yam).

Carmichael goes off at Gatorback Motocross

By Kyle Myers

GAINESVILLE, FL, SEPT. 21
Newly crowned 125cc AMA National Motocross Champion Ricky Carmichael was the big winner at round one of the World Sports 15th annual Gold Cup Series, held at Gatorback Cycle Park. Carmichael won the 125cc A and Pro divisions on his Pro Circuit/SplitFire Kawasaki. More than 675 riders from 10 states, Brazil and Panama competed on this very hot day of racing in the Florida sun for Suzuki and Yamaha contingencies.

In the first Pro-division moto, Jason Thomas led the 13-rider field into turn one, with Jarrett Tipping, Ronnie Renner, Carmichael and Rudy Waller following. By the end of the opening circuit, Carmichael had moved into the lead and begun to pull away. Adam Rake passed Waller on the second lap for fifth as Carmichael continued to pull away. Carmichael held on for the win, with Thomas, Tipping, Renner and Rake rounding out the top five.

Moto two saw Carmichael pick up where he left off in the first race, with Thomas, Tipping, Rake and Brazilian pilot David Stedile in pursuit. Carmichael once again checked out from the competition and easily won the moto. Thomas, Tipping, Rake and Darren McElhatten, who made a late charge up to fifth, rounded out the top five.

Carmichael later returned to win both 125cc A motos, over Thomas, Tipping, Andrew DeSpain and Stedile.

Some of the day's best racing was in the 125cc Youth class, with Matt Walker, Aaron Lindsey, Tyson Hadsell and J.B. Ballard battling heavily in both motos - with Walker winning both. In the opening moto, Walker led from start to finish. Race two saw Walker start about sixth and work his way into the lead on the final lap, passing Lindsey. Honda of Troy's Walker was the only one in his class jumping the elevator jump.

Earl May and Ryan Davis were the other double class winners. Team Green's May won the Over 25 and Over 30 divisions, while Davis, backed by HSKS of Ocala, won the 85cc (14-15) and Super Mini classes.

Results

P/W (4-6): 1. Brad Bollman (Cob); 2. Ashely Vickert (Cob); 3. Colton Maynard (Cob); 4. Jeff Faecke (Cob); 5. Josh Dollar (Cob).
P/W (7-8): 1. T.J. Rhonelli (Cob); 2. Kyle Keyino (Cob); 3. Ricky Renner (Act); 4. Don Solley (Cob); 5. Mike Nicolini (Cob).
60 (7-11): 1. Davi Millisaps (Kaw); 2. Matt Goerke (Kaw); 3. Bryan Johnson (Kaw); 4. Kyle Chisholm (Kaw); 5. Jimmy Keys (Kaw).
80 (7-11): 1. James Stewart (Kaw); 2. Dan Truman (Kaw); 3. Shane Lusk (Yam); 4. Matt Goerke (Kaw); 5. Davi Millisaps (Suz).
80 (12-13): 1. Brian Gray (Yam); 2. Paul Perebijnos (Hon); 3. Drew Kain (Kaw); 4. Quinton Bigalow (Yam). 5. Jesse Richards (Yam).
80 (14-15): 1. Ryan Davis (Kaw); 2. Josh Fastino (Suz); 3. Brandon Butler (Hon); 4. Derrick Sterns (Hon); 5. Shane Salmon (Kaw).
S/MINI: 1. Ryan Davis (Kaw); 2. Troy Adams (Yam); 3. Paul Perebijnos (Hon); 4. Dan Truman (Kaw); 5. Brian Gray (Yam).
125 YTH: 1. Matt Walker (Hon); 2. Aaron Lindsey (Yam); 3. Tyson Hadsell (Yam).
16-24: 1. Adrian Cantero (Hon); 2. Jason Fink (Kaw); 3. Mike Brillinger (Hon).
125 A: 1. Ricky Carmichael (Kaw); 2. Jason Thomas (Kaw); 3. Jarrett Tipping (Suz); 4. Andrew DeSpain (Yam); 5. David Stedile (Yam).
125 B: 1. Tyson Hadsell (Yam); 2. Jeremy Shuttleworth (Suz); 3. Jason Fink (Kaw); 4. Aaron Lindsey (Yam); 5. Kyle Farnell (Yam).
125 C: 1. Matt Johnson (Hon); 2. Jason Smith (Suz); 3. Tom Parsons (Kaw); 4. Paul Reilly (Yam); 5. Greg Berteaux (Hon).
250 A: 1. Jason Thomas (Kaw); 2. Adrian Cantero (Hon); 3. Jarrett Tipping (Suz); 4. Ronnie Renner (KTM); 5. John Fesler (Suz).
250 B: 1. Forrest Butler (Hon); 2. Mike Lampe (Suz); 3. Jason Fink (Kaw); 4. Cory Willey (Kaw); 5. Steve Dumond (Yam).
250 C: 1. Dan Sallas (Hon); 2. Brad Gumbley (Kaw); 3. Curtis Comstock (Yam); 4. Scott Skrone (Hon); 5. Dennis Kelly (Hon).
25+: 1. Earl May (Kaw); 2. Mark Beamer (Kaw); 3. Marcus Pedrero (Suz); 4. Jeff Lampe (Suz); 5. Tim Baker (Hon).
30+: 1. Earl May (Kaw); 2. Billy Wood (Yam); 3. Mark Beamer (Kaw); 4. Tim Eggers (Suz); 5. Lee McIlvaine (Yam).
35+: 1. Rick Perry (Yam); 2. Tim Eggers (Suz); 3. Willis Brock (Suz); 4. Flip Page (Yam); 5. Jeremy Keating (Kaw).
40+: 1. Eric Harvey (Yam); 2. Jeff Hughes (Kaw); 3. Steve Dixson (Kaw): 4. Tom Bragg (Hus); 5. Doug Harvey (Yam).
50+: 1. Tom Bragg (Hus); 2. Tom Fogg (Yam); 3. John Raulerson (Hon); 4. Paul Lesson (Mai); 5. Rufus Sallas (CZ).
500 NOV: 1. David Kuxhausen (Hon); 2. John Gillespie (Hon); 3. Joe Perice (Kaw); 4. Matt Powell (Kaw): 5. Tom Schaffner (Hon).
PRO: 1. Ricky Carmichael (Kaw); 2. Jason Thomas (Kaw); 3. Jarrett Tipping (Suz); 4. Adam Rake (Hon); 5. Darren McElhatten (Suz).

Chamness chopped at Washougal Motocross

By Pat Dougherty

WASHOUGAL, WA, SEPT. 28

In between races on a fabulous last race day at Washougal, a season-long challenge ended up leaving Ron Chamness from Lyle, Washington, with a shaved head. Chamness lost a bet between himself, Aric Cool from Dallesport, Washington, and Terry Chamness from Sandy, Oregon. The worst finisher in their class at the end of the season at Washougal would have his head shaved at the last event, and that's exactly what happened - right in the announcing tower!

Out on the track, Ryan Terlecki looked great aboard his Suzuki as he brought home the overall in the 250cc A class. Ryan Huffman, in his last non-factory ride, won the first moto but experienced problems in the second moto. Mike Corder from Rainier, Oregon, really looked good ahead of all 125cc B riders, and Justin Homan handled Tim Holas in the 250cc B class. Dan Reude put his Honda out in front all day with multiple holeshots in the Supermini and 80cc Intermediate classes.

Jesse Allen won both of his motos on his Kawasaki by a huge margin in the 250cc C class. After improving all season long, he looks to be in shape to do well in the B class in the future. Dave Schmidt bested all comers in the Vet B motos with one holeshot and a second-place start in the other moto. Chris Miller from Dufur, Oregon, watched from behind to take second overall.

Josh Hill destroyed the 60cc class, and Michael Busch rode his KTM to a win in the 50cc class.

Results

50 (4-6): 1. Zachary Moore (Yam); 2. Kevin Cool (Yam); 3. Steven Farmer (Yam).

50 (7-8): 1. Michael Busch (KTM); 2. Jeffrey Reeves (KTM); 3. Sean Fitzgerald (KTM); 4. Cody Cosens (Cob); 5. Jerrid Southard (Lem).

60 (7-8): 1. Joshua Hill (Kaw); 2. Shawn Haberlock (Kaw); 3. Daniel Levy (Kaw); 4. Kristoffer Horn (Kaw); 5. Sean Fitzgerald (Kaw).

60 (9-11): 1. Tate Major (Kaw); 2. Cory Bye (Kaw); 3. Chris Mitchen (Kaw); 4. Jake Ponce (Kaw); 5. Sean Ekerson (Kaw).

80 (7-11): 1. Cody Buyas (Kaw); 2. Kory Huffman (Suz); 3. Tate Major (Kaw); 4. Robert Wullbrandt (Suz).

80 (12-13): 1. Joey Mancuso (Hon); 2. Tyler Fick (Kaw); 3. Dale Ainslie (Hon); 4. Keith Kadell (Hon); 5. Michael Alarcon (Kaw).

80 (14-15): 1. Rory Sullivan (Kaw); 2. Brad Busch (Yam); 3. Bryan Thiebedeau (Hon); 4. Glen Galbasini (Hon); 5. Brandon Mitchen (Yam).

80 D: 1. Brandon Sinden (Hon); 2. Jason Fitzgerald (Hon); 3. Kevin Meyer (Hon); 4. Mark Bunker (Yam); 5. Chris Samsel (Kaw).

125 A: 1. Ryan Huffman (Kaw); 2. Dustin Lenaburg (Kaw).

125 B: 1. Mike Corder (Kaw); 2. Steve Sullivan (Yam); 3. Ryan Sweet (Yam); 4. Tim Holas (Suz); 5. Gary Terlecki (Hon).

125 C: 1. Tyson Linderman (Kaw); 2. Aric Cool (Hon); 3. David Coffey (Kaw); 4. Jeremy Kinzer (Suz); 5. Ted Harry (Yam).

125 D: 1. Lucas Salzer (Yam); 2. Jason Lytle (Kaw); 3. Andrew Wells (Hon); 4. Josh Wyninger (Hon); 5. Ron Coblentz (Hon).

250 A: 1. Ryan Terlecki (Suz); 2. Ryan Huffman (Kaw); 3. Don Bisceglia (Suz); 4. Terry Hamness (Kaw); 5. Peter Russell (KTM).

250 B: 1. Justin Homan (Hon); 2. Tim Holas (Suz); 3. Travis Murphy (Suz); 4. Tim Meyer (Hon); 5. Scott Sherrell (Hon).

250 C: 1. Jesse Allen (Kaw); 2. Ty O'Brien (Kaw); 3. Chris Bennett (Yam); 4. Larry Smith (Hon); 5. Rob Aldridge (Kaw).

250 D: 1. Nick Wilson (Hon); 2. Terry McDowell (Hon); 3. Shawn Wery (Suz); 4. Terry Chamness (Yam); 5. Alex Schon (Hon).

25+ A/B: 1. Terry Hamness (Kaw); 2. Mike Bell (Suz); 3. Mike Hamness (Hon); 4. Ben Parker (Hon); 5. Jay Jackson (Yam).

25+ C: 1. Larry Smith (Hon); 2. Ty O'Brien (Kaw); 3. Eric Ahlstrom (Suz); 4. Steve Restad (Kaw); 5. Aric Cool (Hon).

30+ A: 1. Jay Jackson (Yam); 2. Jere Meeker (Yam); 3. Steve Smith (Suz).

30+ B: 1. David Schmid (Suz); 2. Chris Miller (Kaw); 3. Michael Kuni (Kaw); 4. Steven Hills (Hon); 5. Steve Selby (Suz).

30+ C: 1. Dell Smith (Kaw); 2. Pete Stevens (Hon); 3. Mike Farmer (Kaw); 4. Shawn Wery (Suz); 5. Andrew Wells (Hon).

40+ A: 1. Michael Perry (Suz); 2. Gary Roe (Kaw); 3. Tim Sullivan (Hbg); 4. Dave Merklin (Suz); 5. Greg Rodgers (Hon).

40+ B: 1. Mike Schwerzler (Kaw); 2. Jerry Miller (Kaw); 3. Robert Harrison (Hon).

40+ C: 1. Wayne Christensen (Hon); 2. Dan Meeker (Hon); 3. Brian Swanson (Yam); 4. Mike Burtch (Kaw).

BTH: 1. Justin Homan (Hon); 2. Ryan Anderson (Suz); 3. Gary Terlecki (Hon); 4. Jody Deitz (Kaw); 5. Darrel Farmer (Hon).

OPEN B/C: 1. Mike Hamness (Hon); 2. David Schmid (Hon); 3. Dell Smith (Hon); 4. Ken Palfenier (Hbg); 5. Michael Smith (KTM).

OPEN D: 1. Andrew Byrne (Hon); 2. Tim O Neal (KTM); 3. Scott Buschke (Hon); 4. Mike Robison (Kaw).

S/MINI: 1. Daniel Reude (Hon); 2. Rory Sullivan (Kaw); 3. Joey Mancuso (Hon); 4. Brad Busch (Yam); 5. Tyler Fick (Kaw).

WMN: 1. Cheryl Zimmerman (Suz); 2. Joni Bisceglia (Suz); 3. Mary Aderton (Kaw); 4. Shari Stahl (Hon).

Welchhance wins CRC Night Motocross finale

By Greg Robertson

PALMDALE, CA, SEPT. 27

William Welchhance went home the Junior Vet Novice-class overall winner during the final California Racing Club Saturday night motocross of the season at Los Angeles County Raceway.

Dennis Urban made his way around fast starter Assaf Alush to lead the opening lap of the first Junior Vet Novice moto. Urban was soon joined by Jason Marcus and Welchhance, making it a three-rider battle for the lead. Marcus came out on top and started pulling away. All bets were on Marcus taking the win until, with a lap remaining, a fall dropped him back to ninth place. Welchhance and Urban fought over the top spot on the final lap, with Welchhance taking the close win.

Welchhance, Marcus and Urban formed a tight-knit pack for the lead within a lap of the gate dropping for moto two. Urban went down hard off a jump on the back straight and ended up at the back of the pack, while Marcus outbraked Welchhance going into a corner to grab the lead on lap three.

At this point, the race for the lead was over, as Marcus dominated the second half of the moto for the win. Welchhance and his runner-up position came under fire from John Murray for a few laps until Murray slid out in a turn, which allowed Welchhance to cruise on the last lap and pick up the overall win with 1-2 finishes. A three-way points tie for second saw Brad Pietro (4-4) top Murray (3-5) and Urban (2-6).

Block Alternatives-sponsored Rich Bartlett, on his Suzuki, came from out of the pack in both motos for a 1-1 sweep of the 250cc Beginner class. Joshua Stephens pressured Bartlett for a close second-place finish in moto one, but a last-lap fall in round two gave him third overall with a 2-5 score. Yamaha rider Brian Horton went 4-3 for the second-place trophy.

Bill Dillenberger finished off the night-racing season with a convincing 125cc Beginner-class first-moto win over Clint Ewing and David McManus. Jordan Burns led the entire second moto up until two turns from the finish, when Dillenberger stuffed him over a berm to snag the win. Ewing went 2-3 for second overall.

Results

P/W BEG: 1. Alexis Afshar (Yam).

P/W YAM: 1. Mikey Garcia (Yam); 2. Chris Plouffe (Yam).

S/STK (4-6): 1. Shawn Butler (Act).

S/STK (7-9): 1. Ken Slater (Cob); 2. Daniel Kariger (Lem); 3. David Mitchell (Lem).

MOD (7-9): 1. Colton James (Lem).

P/W B/TRK: 1. Tanner Langham (KTM); 2. Trent Pugmire (Lem); 3. Tylor Hemme (Cob); 4. Colton James (Lem); 5. Ken Slater (Cob).

60 BEG: 1. Tanner Langham (KTM); 2. Colton James (Kaw); 3. Cameron Gadsby (Kaw).

60 (0-8): 1. Edward Herring (Kaw); 2. Douglas Carter (Kaw); 3. Timmy Ritzler (Kaw).

80 BEG: 1. Sam Scanlon (Hon); 2. Kevin Williams (Yam); 3. Chris Epper (Yam); 4. Louie Santiago (Hon); 5. Timothy McDaniel (Suz).

80 (7-11): 1. Ryan Roybal (Hon); 2. Anthony Barbacovi (Yam); 3. Blake Margheim (Yam); 4. Dave Carter (Kaw); 5. Troy Tittlemier (Hon).

80 (12-13): 1. Scott Howe (Yam); 2. Steve Nobles (Suz).

80 (14-16): 1. Johner Faulkner (Hon); 2. Mike Schuneman (Hon).

B/W: 1. Michael Westling (Kaw); 2. Dustin Bradley (Kaw).

125 BEG: 1. Bill Dillenberger (Hon); 2. Clint Ewing (Suz); 3. David McManus (Suz); 4. Eugene Wheeler (Yam); 5. Jason Dickinson (Kaw).

125 NOV: 1. Brent Gilliam (Suz); 2. Donnie Durrer (Suz); 3. Brent Cain (Yam); 4. Deuce Rutledge (Hon); 5. Chaz Smith (Yam).

125 INT: 1. George La Monte (Hon); 2. Steve Wong Lun Hing (Hon).

125 PRO: 1. Dustin Evans (Suz).

250 BEG: 1. Rich Bartlett (Suz); 2. Brian Horton (Yam); 3. Joshua Stephens (Hon); 4. Dennis Wagoner (Hon); 5. Shy Moshe (Suz).

250 NOV: 1. Brad Thorn; 2. Chris Reed (Kaw); 3. Michael Mahoney (Suz).

250 INT: 1. Matt Bryan (Yam); 2. Paul Gilmartin (Hon).

250 PRO: 1. Tony Sulek (Kaw).

500 NOV: 1. Tyson Tittlemier (Hon); 2. Norm Schiel (Hon).

JR VET BEG: 1. Steve Williams (Hon); 2. Shy Moshe (Suz); 3. Creighton Blake (Hon); 4. Brian Horton (Yam).

JR VET NOV: 1. William Welchhance (Hon); 2. Brad Pietro (Suz); 3. John Murray (Yam); 4. Dennis Urban (Suz); 5. Gabi Abayou (Hon).

VET BEG: 1. Clay Willison; 2. Dave Johnson (Hon); 3. Ralph Calhoun (Hon); 4. Ray Ritzler (Kaw); 5. Andy Flum (Yam).

VET NOV: 1. Chuck Abbott (Hon); 2. Darrell Sanders (Yam); 3. Jack Miller (Yam); 4. John Murray (Yam); 5. John Merrifield (Suz).

VET INT: 1. Flippo Trippo (Hon).

VET EX-PRO: 1. Jon Zahrt (Kaw).

SR AM: 1. Jeff Minderhout (Yam); 2. Jim Westling (Hon); 3. Chris Cumbo (Yam).

SR EX: 1. Kenny Zahrt (Yam); 2. W.G. Wilson (Suz); 3. Randy Anderson (Yam); 4. Steve Clark (Suz); 5. Norm Schiel (Hon).

(Right) Rich Bartlett won the 250cc Beginner class with a 1-1 at the final round of the CRC Saturday night Motocross Series, held at Los Angeles County Raceway in Palmdale, California.

(Left) 125cc A-class winner Josh Demuth (48) works his way past Chuck Reed (449). Demuth won the 125cc A class at the final round of the Buckeye State Motocross Championship Series in Sugar Grove, Ohio.

Demuth destroys Buckeye MX

By Rupert X. Pellett
Photo by Mike Lewis

SUGAR GROVE, OH, SEPT. 28

As the final round of the Buckeye State Motocross Championship Series charged into the Central Ohio Competition Riders' course, many spectators were excited about the impending A-class battles. Though series-leading A-class competitor Mark Burkhart was away campaigning the Fall Classic Motocross Series along with Keith Bowen, many of Ohio's fastest Experts were in attendance. Team Fast Cycles' Josh Demuth, Tommy Collier and Chuck Reed had their Suzukis prepared, and Dayton-based F&S Suzuki had riders Greg Rand, Joey Belmont and Mike Blair ready to race. When all was said and done, Demuth took the win in the 250cc A class and Rand won the 125cc A class.

The first 250cc moto saw local racer Belmont flash his yellow machine into a nice holeshot with Collier in second, Mike Morgan in third and Reed in fourth. Morgan took a spill in corner three and Rand towed Demuth into fourth and fifth, respectively, behind third-placed Reed. Demuth went inside and then outside through the pit-side jump section to take over fourth from Rand, and then went by Reed and Collier to take over second, Though Belmont was riding fast and smooth, Demuth was able to displace him for the lead on lap two. Rand jammed up to second by the checkers, while Honda of Troy's Jason Frecker rode hard to an incredible third. Belmont finished fourth, Reed took fifth and Collier finished sixth in the 14-rider field.

The second 250cc moto saw Frecker take a nice holeshot away from Demuth - but Demuth wasn't about to take it, and he quickly put a move on Frecker for the lead. Rand was flying and passed Belmont and Collier to take over third, but Frecker was charging hard in second, trying to keep sight of Demuth. Frecker was eventually able to reel in Demuth as he was slowed by a flat tire, but, incredibly, Demuth still held on to first place and the overall victory. Frecker, Rand, Collier and Belmont rounded out the top five.

Rand was all business in the 125cc A class, as he ran off with both motos over Demuth. Demuth was struggling with a borrowed Honda but looked incredibly fast nonetheless.

Mike Morgan slashed his Sport Cycles Yamaha to wins in the Over 25 and 30 A classes, while posting a respectable eighth overall in the 250cc Expert division. Fellow Sport Cycles racer Willy Browning was equally impressive, cruising to the overall wins in the Mini Senior and Mini Extra classes on his Bill-Browning tuned YZ80.

Results

50 (4-6): 1. Ty Bowers (Cob); 2. Haven Holdcroft (Cob); 3. Ryan Ivers (Cob); 4. Ryan Allbaugh (Cob); 5. Nathan Heskett (Cob).

50 (7-8): 1. Tommy Pellett (Cob); 2. Brandon Dietrich (Cob): 3. Aaron Kline (Cob); 4. Kyle McConnell (Cob); 5. Wesley Jett (Cob).

65: 1. Kyle Preston (Kaw); 2. Chris Robertson (Kaw): 3. Joey Pellett (Kaw); 4. Jerry Westerkamp (Kaw); 5. Codi Adams (Kaw).

80 (7-11): 1. Chris Whitcraft (Suz); 2. Kyle Preston (Hon); 3. Dillion Rhoades (Suz); 4. Nick Carroll (Kaw); 5. Joey Pellett (Kaw).

80 (12-15): 1. Willy Browning (Yam); 2. Gavin Gracyk (Kaw); 3. K. Andrew Willard (Suz); 4. Derek Sturgell (Kaw); 5. David Herb (Kaw).

80 EXTRA (9-13): 1. Willy Browning (Yam); 2. Chris Whitcraft (Suz); 3. Dillion Rhoades (Suz); 4. Nick Carroll (Kaw); 5. James Lang (Hon).

SCHBY 125: 1. Jeff Gibson (Kaw); 2. Jason Wade (Suz); 3. Scott Kuchler (Hon); 4. Gavin Gracyk (Kaw); 5. Justin Weber (Kaw).

125 A: 1. Greg Rand (Suz); 2. Josh Demuth (Hon); 3. Tommy Collier (Suz); 4. Joey Belmont (Suz), 5. Mike E. Blair (Suz).

125 B: 1. Jason McDonald (Suz); 2. Shaun Kuchler (Hon); 3. Scott Kuchler (Hon); 4. Mike Ivers (Yam); 5. Jason Wade (Suz).

125 C: 1. Matt Ketcheson (Suz); 2. Christian Moist (Suz); 3. Michael Arnold (Hon); 4. Ben Cooper (Suz); 5. Justin Back (Yam).

250 A: 1. Josh Demuth (Suz); 2. Jason Frecker (Hon); 3. Greg Rand (Suz); 4. Joey Belmont (Suz); 5. Tommy Collier (Suz).

250 B: 1. Jeff Gibson (Kaw); 2. Jeff Flora (Suz); 3. Jason McDonald (Suz); 4. Michael Campbell (Kaw); 5. David Puckett (Suz).

250 C: 1. Dan Runyan (Yam); 2. Terry Blakely (Hon); 3. Brett McKeever (Hon); 4. Bart Barok (Hon); 5. Eric Acker (Suz).

16-24: 1. Jason Frecker (Hon); 2. Mike Ivers (Yam); 3. Ryan McHale (Hon); 4. Jason Kuck (Suz); 5. Aaron Thomas (Suz).

25+ A: 1. Mike Morgan (Yam); 2. Mike E. Blair (Suz); 3. Chuck Reed (Suz); 4. Jon Schmitz (Suz); 5. Richard B. Robinson (Hon).

25+ B: 1. Jeff Flora (Suz); 2. Lowell Mason (Yam); 3. Clair Story (Hon); 4. Marty Berberich (Hon); 5. Dave Gillie (Suz).

30+ A: 1. Mike Morgan (Yam); 2. Jon Schmitz (Suz); 3. Scott Watkins (Kaw); 4. Richard B. Robinson (Hon); 5. Tim Shephard (Yam).

30+ B: 1. Gregory Smith (Kaw); 2. Marty Berberich (Hon); 3. Jack Brewer (Yam); 4. Clair Story (Hon); 5. Ron Rehmert (Suz).

40+: 1. Larry Shumaker (Hon); 2. Gerry Bennett (Hon); 3. Jindrich Gref (Hon); 4. Joe Collins (KTM); 5. Steve Owens (Hon).

OPEN B: 1. Chris F. Kuhn (Kaw); 2. Derrick Goldberg (Hon); 3. Steven Tyrone (Hon); 4. Chad Boyde (Hon); 5. Larry Shumaker (Hon).

Misiaszek mauls Castaic MX

By Paul Kellen

CASTAIC, CA, SEPT. 21

Tate Misiaszek was the big winner in the 60cc class at the opening round of the second annual SSC Pit Pro/Spy Factory Sponsorship Series. Riders were faced with a completely new and more challenging course, and Spy even rolled out their new, bright orange support semi-truck for the race. But it was Misiaszek who really put on the show in some of the closest racing of the day.

In moto one, it was Ryan Mahlerbe who grabbed the holeshot, ahead of Misiaszek and Scott DeCoste. Misiaszek wasted little time, however, and quickly moved up to the rear fender of Mahlerbe. On lap two, Misiaszek dived to the inside of Mahlerbe, but a slight miscalculation put both riders down on the ground. DeCoste took advantage of the mishap, passing both riders as they struggled to remount. Misi-

aszek was the first rider up and quickly set off after DeCoste. Misiaszek caught DeCoste one lap later and used an outside line around a corner to keep up his momentum to make the pass on the following straightaway. Meanwhile, Mahlerbe, who had been unable to get his bike started again, finally got back under way and began to make up ground on the battling duo. Misiaszek quickly put 10 seconds between himself and DeCoste, who was now under attack from Mahlerbe. On the white-flag lap, Mahlerbe made his move and made the pass for second right before the finish line. The riders maintained those positions for the final lap, with Misiaszek taking the win ahead of Mahlerbe and DeCoste.

Moto two saw Mahlerbe taking the early advantage ahead of Misiaszek and DeCoste. Mahlerbe and Misiaszek quickly pulled away from DeCoste and became embroiled in their own battle for the overall. Misiaszek was stuck to Mahlerbe's rear fender, but was unable to make any pass attempts stick until lap three, when Misiaszek was able to sneak inside of Mahlerbe and take the lead. Misiaszek was able to put a comfortable cushion between himself and Mahlerbe, and cruised across the finish line with the second-moto and overall win.

In the 125cc Novice class, it was a heated battle between Collin Smith and Donnie Durren, with Durren taking the overall win. In moto one, it was Smith who led the Novices around the track for the first lap; Durren was several riders back and charging to the front. Smith was able to pull ahead of second-placed Durren by 10 seconds at one point, but by the white-flag lap, he was only a couple of bike lengths ahead. Smith was able to hold off Durren for the moto win.

The tables were turned for the second moto, however, for it was Durren who nabbed the holeshot and jumped out to an early lead, with Smith in tow. Smith closed to challenge for the lead in the opening laps, but Durren countered and put several bike lengths between the two. By the white-flag lap, Durren had a comfortable eight-second lead when he took the moto win.

Results

50: 1. Justin Eubanks (Yam).

60: 1. Tate Misiaszek (Kaw); 2. Ryan Mahlerbe (Kaw); 3. Scott DeCoste (Kaw).

80 BEG: 1. Tate Misiaszek (Kaw); 2. Adam Taki (Suz).

80 NOV (7-11): 1. Brett Mountain (Yam).

80 NOV (12-16): 1. Brad Moffatt (Kaw); 2. Richard Eubanks (Yam).

S/MINI: 1. Brad Moffett (Kaw); 2. Richard Eubanks (Yam); 3. Brett Mountain (Yam).

125 BEG: 1. T.J. Berario (Kaw).

125 NOV: 1. Donnie Durren (Suz); 2. Collin Smith (Suz); 3. Colin Morrison (Hon); Luis Vasquez (Kaw).

125 INT: 1. Damon Bivens (Suz); 2. Zak Crabb (Yam); 3. Brady Lambert (Yam).

250 BEG: 1. Bracken Dennis (Kaw).

250 NOV: 1. Jeff Carius (Kaw); 2. Robert Von Schneider (Yam); 3. Chad Donson (Hon).

250 INT: 1. Brady Lambert (Yam).

JR VET BEG: 1. Brad Bailey (Yam).

VET INT: 1. Paul Kellen (Hon); 2. Robert Von Schneider (Yam); 3. Darin Layton (Yam); 4. Clay Friedman.

Damon dominates at Hunt MX

By Michael Harasmisz

HUNT, NY, SEPT. 7

Suzuki-mounted Troy Damon took the overall win in the 125cc Beginner class with a 1-1 moto score at the eighth annual Scott USA Day at Hunt Moto Park.

Nearly 400 riders turned out to compete on the challenging natural-terrain track; which had some new sections included in the layout to give the riders something different to try. Class winners went home with Scott goggles for their efforts.

With 48 125cc Beginner riders signed up, the class was split into two heats, with the top riders from each going into a final heat. Damon grabbed the early lead in the first heat and held on for the moto win. Taking the win in heat number two was Bradley Knab. Track conditions for the first motos were excellent, with traction everywhere.

When the second 125cc Beginner moto came to the line, a misty rain had begun to fall, which made for slippery conditions. Damon took the holeshot in the final moto, with Chuck Huffman and Shannon Lusk close behind. Damon maintained his lead over Huffman - even with a sputtering bike - and took the moto win and the overall. Huffman finished second, which was good for second overall, and Lusk wrapped up third overall.

Results

P/W: 1. Colin Carman (Cob); 2. Chad Dunning (Cob); 3. Jordan Gernstl (Cob); 4. Andrew Meeder (KTM); 5. Chris Lawrence (Lem).

60: 1. Ryan McKenyen (Kaw); 2. Cody Dunning (Kaw); 3. Beau Nichols (KTM); 4. Brandon Meir (Kaw); 5. Steffan Carman (Kaw).

MINI JR: 1. Caleb Miller (Kaw); 2. Brandon Kuhn (Suz); 3. Michael McBain (Kaw); 4. Donny Williams (Hon); 5. Jason Doyle (Kaw).

MINI SR: 1. Joshua Cislo (Yam); 2. Patrick Jackson (Suz); 3. Tom Neubeck (Hon); 4. L.J. Partelow (Yam); 5. Patrick Hooper (Hon).

MINI SR: 1. Patrick Jackson (Suz); 2. Patrick Hooper (Hon); 3. L.J. Partelow (Yam); 4. Josh Utberg (Kaw); 5. Brandon Kuhn (Suz).

SCHBY: 1. Jimmy Miller (Kaw); 2. Nigel Martin (Suz); 3. Joshua Cislo (Yam); 4. Mark Beehler (Hon); 5. Jesse Lexo (Suz).

16-24: 1. Don Schmidt (Hon); 2. Justin Berg (Kaw); 3. Scott Ghidui (Kaw); 4. Wilmer Caballero (Hon); 5. Joshua Miller (Suz).

25+: 1. Tim Becht (Kaw); 2. Kevin Howe (Suz); 3. David Carman (Yam); 4. Ray Telaak (Suz); 5. Daniel Morgott (Hon).

25+ EX: 1. Billy Silvarole (Kaw); 2. Joe Ellington (Suz) 3. Rich Dool (Kaw); 4. Tod King (Yam); 5. Chris VanHyning (Suz).

125 BEG: 1. Troy Damon (Suz); 2. Chuck Huffman (Kaw); 3. Shannon Lusk (Yam); 4. Ryan Henchen (Hon); 5. Cerris Stahl (Kaw).

125 NOV: 1. Nigel Martin (Suz); 2. Jim Hollenbick (Suz); 3. Jeremy Tiffany (Hon); 4. Tom Cox (Hon); 5. Mark Beehler (Hon).

125 AM: 1. Matt Patteson (Yam); 2. Joshua Miller (Suz); 3. Brian Barber (Kaw); 4. R.J. Overholt (Kaw); 5. Kerry Simmons (Kaw).

125 EX: 1. Billy Silvarole (Kaw); 2. Joe Ellington (Suz); 3. Pete Phillips (Hon); 4. Tod King (Yam); 5. Greg Meeder (Kaw).

250 BEG: 1. Steve Blarsdell (Suz); 2. Chuck Huffman (Kaw); 3. James DiSalvo (Suz); 4. Jay Bush (Suz); 5. Dave Stupnick (Kaw).

250 NOV: 1. Eric Boss (Suz); 2. Tom Cox (Kaw); 3. Mark Murphy (Hon); 4. Kurt Kline (Hon); 5. Mark Klein (Kaw).

250 AM: 1. R.J. Overholt (Kaw); 2. Heath Wadhams (Kaw); 3. Kevin Howe (Suz); 4. Timothy Devay (Kaw); 5. Craig Whelstine (Kaw).

250 EX: 1. Billy Silvarole (Kaw); 2. Don Schmidt (Hon); 3. Joe Ellington (Suz); 4. Scott Ghidui (Kaw); 5. Rich Dool (Kaw).

VINT/WDS: 1. Wayne Barber (Kaw); 2. David Williams (Suz); 3. Dan Hubbard (Hon); 4. Mark Klein (Kaw); 5. Mark Murphy (Hon).

SR C: 1. James Cory (Hon); 2. Rudy Uglialoro (Kaw); 3. Thomas Ghidui (Kaw); 4. Robert Ruehrwein (Yam); 5. Jon Heerkens (Yam).

VET: 1. Rich Dool (Kaw); 2. Joe Fioco (Hon); 3. Bart Lucas (Suz); 4. Wayne Barber (Kaw); 5. Craig Whelstine (Kaw).

Rand grand at Coshocton Fair Motocross

By Rupert X. Pellet
Photo by Mike Lewis

COSHOCTON, OH, OCT. 2

Former multi-time Amateur National Champion Gregory Rand made a surprise appearance at the penultimate round of the Ohio County Fair Motocross Championship Series, and easily ran off with the Pro-class wins.

Rand appeared to be in excellent physical shape as he simply manhandled his F&S Suzuki into the lead of moto one in the combined 125cc A/B class. After gaining a slight lead on Yamaha-mounted Dickie Hoy on the first lap, Rand was able to exaggerate his dominance by charging the difficult whoop section. Rand would triple through the first three and then bravely hold the gas on and skim through the rest of the long, challenging section, drawing oohs and ahs from the appreciative crowd of more than 3000. The second moto was more of the same for Rand, as he tripled over the whoops on the first lap and ran off with the win.

The 250cc Pro class was another Rand showcase as he left Hoy in second place and danced through the whoops on his RM250, giving notice that he has returned to motocross in a big way.

In the 80cc (12-15) action, Blissfield's Gavin Gracyk was wonderful, as the Kawasaki-mounted rider handily conquered his class, leaving Nick Mowry and Andy Willard battling over second.

Results

50 (4-6): 1. Haven Holdcroft (Cob); 2. Corry Sheller (KTM); 3. Tyler Bowers (Cob); 4. Zach Wheeland (Lem); 5. Justin Corbet (Yam).

50 (7-8): 1. Kyle Ditcher (Act): 2. Brandon Borgen (Act); 3. Riley Wimer (KTM); 4. James Wilson (KTM).

65: 1. Joey Pellett (Kaw); 2. A.J. Hattery (Kaw); 3. Matt McCabe (Kaw); 4. Carl Custard (Kaw); 5. Bryan Burgert (Kaw).

80 (7-11) 1. Joey Pellett (Kaw); 2. A.J. Hattery (Suz); 3. Matt McCabe (Hon); 4. Kyle Ringwald (Hon); 5. Jerad Grabiel (Suz).

80 (12-15): 1. Gavin Gracyk (Kaw); 2. Nick Mowry (Hon); 3. K. Andy Willard (Suz); 4. A.J. Meade (Kaw); 5. Mike McCabe (Hon).

SCHBY (12-15): 1. Shaun Kuchler (Hon); 2. Scott Kuchler (Hon); 3. Gavin Gracyk (Kaw); 4. Matt Hoy (Yam); 5. Chris Poland (Hon).

125 B: 1. Scott Kuchler (Hon); 2. Shaun Kuchler (Hon); 3. Tony Robinson (Hon).

125 PRO: 1. Greg Rand (Suz); 2. Dickie Hoy (Yam).

250 B: 1. Josh Hamilton (Hon); 2. Jim Witteman (Hon); 3. Terry Barnes (Hon); 4. Dave Cook (Hon); 5. Matt Mathias (Suz).

250 PRO: 1. Greg Rand (Suz); 2. Dickie Hoy (Yam).

OPEN B: 1. Jim Witteman (Hon); 2. Terry Sheets (Hon); 3. Mark McDaniel (Yam); 4. Dale Ringwald (KTM); 5. Gary Delph (Yam).

30+: 1. Terry Barnes (Hon); 2. Bill Blaney (Kaw); 3. Richard Custard (Hon); 4. Doug Kelly (Kaw); 5. Kim Hamilton (Hon).

Shekell smokes at Belleville Enduro Team Series

By Robert Goodrich

BELLEVILLE, IL, SEPT. 27

Ten-year-old Phil Shekell dominated this year's Belleville Enduro Team Point Series with three consecutive wins in his 50cc motocross division, but his 8-year-old brother, Greg, roared past to win the fourth and final race, giving his big brother something to think about for the future.

Greg Rand won the 125cc and 250cc Pro class at the penultimate round of the Ohio County Fair Motocross Series, held in Coshocton, Ohio.

Riding Yamahas, the Shekell brothers from St. Louis made it clear that the encroaching generation at the 32-year-old B.E.T. course will be a force to be reckoned with.

The Shekell's sponsor, Joe Roos-Evans of Financial Resources of America, also won the series in the 250cc C class. As a youth, Roos-Evans competed against the boys' father, Gary Shekell, and their uncle, Randy Shekell. "But they were a lot faster than me," Roos-Evans said. "They raced everywhere."

Roos-Evans needed a fifth-place or better to clinch the point series after archrival Jason Manning missed the second of four races. On the final race night, each won his heat, but then Roos-Evans led the main event for six laps, only to be passed by Manning in the home stretch.

"I would have loved to win it, but I just wanted to stay in the top five," Roos-Evans said afterward.

Veteran racing buddies John Pry and Kenny McCoy continued their longstanding rivalry with first- and second-place series wins in each of two divisions, TT M/C Open C and TT M/C Four-Stroke. Pry managed to edge out McCoy in all four series events in both divisions.

Chris Graber, just back from Europe - where he broke into the top 40 in world competition at the week-long ISDE race in the mountains of Italy - easily won the TT M/C Expert division.

Results

Motocross

50 CL1: 1. John Hussey; 2. Colton Pigg; 3. James Crawford; 4. Jonathan Fech; 5. Jeff Carver.

50 CL2: 1. D.J. Watson; 2. Joshua Ellis; 3. Adam Cobb; 4. Derek Milkovich; 5. Tyler Sehr.

50 CL3: 1. Phil Shekell; 2. Greg Shekell; 3. Blake Schilling; 4. Kody Blackwell; 5. Katie Sharp.

60: 1. Kale Hutchings; 2. Travis Arnold; 3, Mike Beussink; 4. Jesse Voss; 5. Cory Siegfried.

80 JR: 1. Glen Graham; 2. Ian Hartzel; 3. Brandon Warler; 4. Joel LaRose; 5. Rick Miller.

80 SR: 1. Adam Young; 2. Kevin Cox; 3. Nathan Strong; 4. Ryan Brown; 5. Chad Votava.

125 A: 1. (TIE) Chris Blankenship/Matt Wilson; 3. Ray Connally; 4. Paul Willis; 5. Ryan Dare.

125 B: 1. Dan Cope; 2. Jeff Mittler; 3. Neil Quick; 4. Stephen Budnicki; 5. Jonathan Foor.

125 C: 1. Jon Rudolph; 2. Ryan Marrocco; 3. Cliff Cartwright; 4. Jimmy Traiteur; 5. Joe Avellone.

250 A: 1. Jimmy Dunn; 2. Paul Young; 3. Chris Blankenship; 4. Matt Wilson; 5. Paul Willis.

250 B: 1. Tom Summers; 2. Don Froehlich; 3. James Rudd, 4. Jeffery Boner; 5. (TIE) Jonathan Foor/Aaron Benjamin.

250 C: 1. Craig Elrod; 2. Kyle Miller; 3. Glen Davis; 4. Tim Edwards; 5. John Boldrey.

OPEN B/C: 1. Steve Neumeyer; 2. John Pry; 3. Adam Agne; 4. Rod Hartzel; 5. (TIE) Mark Schlesinger/Les Busenbark.

25+: 1. James Crawford; 2. Paul Young; 3. Tom Summers; 4. David Holland; 5. (TIE) Mike Stahlman/Dan Ryder.

30+: 1. James Crawford; 2. Paul Young; 3. Don Froehlich; 4. Daryle Black; 5. Dan Ryder.

40+: 1. Jay Clark; 2. Mike Pagano; 3. Mark LaRose; 4. Gary Buecker; 5. Malcom Yawn.

SCHBY (12-15): 1. Jason Smith; 2. Ryan Marrocco; 3. Ryan Brown; 4. Alex Tzinberg; 5. Jon Rudolph.

16-24/125 OPEN: 1. Daniel Cope; 2. Cliff Cartwright; 3. Ray Connolly; 4. Ryan Dare; 5. Josh Gifford.

TT

50: 1. Tyler Sehr; 2. Adam Cobb; 3. Blake Schilling; 4. Kody Blackwell; 5. Greg Shekell.

60: 1. Cory Seigfried; 2. Shawn Helm; 3. Jesse Voss; 4. Rich Harding; 5. Phillip Shekell.

80: 1. Ian Hartzel; 2. Stephen Hartzel; 3. Trevor Sehr; 4. Kyle Kirkwood; 5. Joel LaRose.

125: 1. John Romann; 2. Chris McCoy; 3. David Marler; 4. (TIE) John Helfrich/David Misselhorn.

EX: 1. Chris Graber; 2. Paul Young; 3. Rod Hartzel.

250 B: 1. Robert Misselhorn; 2. Kevin Blackwell; 3. Tanner England; 4. Bill Viviano; 5. (TIE) John Oiler/Tony Cigliana.

250 C: 1. Joe Roos-Evans; 2. Jason Manning; 3. Mike Crowell; 4. Doug Wyatt; 5. James Hancock.

OPEN B: 1. (TIE) Nick Daniels/Doug Neumeyer; 3. Keith McCoy.

OPEN C: 1. John Pry; 2. Kenneth McCoy; 3. Bill Schlimme; 4. Ben Barnhart; 5. Mark Schlesinger.

4-STRK: 1. John Pry; 2. Kenny McCoy; 3. Bill Schlimme; 4. Keith McCoy; 5. James Swain.

VINT 76-80: 1. Joe Daniel; 2. John Weis; 3. Scott McLaughlin; 4. Rod Hartzel; 5. Steven Krokosky.

VINT 81-86: 1. Ed Hammerschmidt; 2. Jimmie Boyer.

Bath soaks competition at Phillipsville Motocross

By John Silva

PHILLIPSVILLE, CA, SEPT. 28

Jesse Bath used the third round of Phillipsville Motocross's Fall Motocross Series to showcase his ever-improving racing skills, showing just what was possible on the challenging track given enough talent and courage.

In the 125cc Expert/ Intermediate race, Bath's pace was unmatched by any other racer, and Bath would have possibly won the 250cc class as well but for pushing his machine past the breaking point. Even in destroying his motorcycle's rear wheel, Laytonville's Bath inspired the other 201 racers at the Tim's Motorcycle Repair/L&M Renner/Richard Miller Motorcycles-sponsored event, and hundreds of fans cheered them all in victory and defeat. Bath especially brought applause as he added fun to his motos with amusing antics such as starting after all the other racers had left the gate and then pulled off a giant "doughnut" in the starting area before giving chase! After purposely "handicapping" himself, Bath had to charge even harder to reach the front of the race, adding to the excitement.

There was no stopping Bath on the 125cc machines as he raced to victory in both of the 125cc Expert/Intermediate motos, but he found the going tougher on his 250cc bike. "I don't know exactly what happened, but I didn't have any rear brake for the last two laps," said the FMF/Answer/Jim and Jims-backed Bath while pushing his crippled machine from the back-section "rockers," the obstacle that had broken Bath's rear wheel and brought his charge to the front of the 250cc Expert/ Intermediate class to an abrupt halt.

The revelation of Bath's total lack of a rear brake during his incredible charge past talented riders such as Rick and Mickey Crenshaw and Kervyn Cole made his drive to the front even more impressive. "I had some twine or banner wrapped around the back wheel," Bath said. "I think maybe that might have taken out the rear brake, and that might have had something to do with the hub breaking."

The spotlight thus fell on Kervyn Cole, who rose to the task and rebounded from a third in the first moto to win the second 250cc moto outright, despite (or maybe because of) the ambitious Bath. Bath threw away a chance to win the second moto by going off the track, out of control. This rare and brief error by Bath was all the wily Cole needed to drive to victory. How sweet the victory was for the RK Cabinetry/Six Rivers

Former two-time World Motocross Champion Trampas Parker won the 250cc A, Over 25 A and Over 30 A classes at the Birch Creek Fall Classic Amateur day in Danville, Virginia.

Towing/Nordo's Moto Repair-sponsored Cole, given the high caliber of competition at Phillipsville Motocross.

Results

P/W (4-6): 1. Jordon Maciel (KTM); 2. Kellsey Ehmke (Yam); 3. Thomas Elsea Jr. (Yam).

P/W (7-11): 1. Tyler Welsh (KTM); 2. Jason Maier (Lem); 3. Kirk Speelman (Hon); 4. Zachary Harrison (KTM); 5. Matt Schwarz (KTM).

80 BEG: 1. Justin Sanders (Hon); 2. Jehremy Hagardorn (Kaw); 3. Joey Grover (Hon); 4. Grant Rogers (Suz); 5. Kaya Phelps (Kaw).

80 NOV: 1. Alden Johnson (Kaw); 2. Kid Thompson (Kaw); 3. Ken Claypool (Kaw); 4. Lee Golden (Hon); 5. Jud Stiglich (Kaw).

80 INT: 1. T.J. Huggins (Hon).

60 NOV: 1. Jeremy Riley (Kaw); 2. Jeremy Hontou (Kaw); 3. Jimmy Mills (Kaw); 4. J.J. Gonsalves (Kaw); 5. Matthew Cobb (Kaw).

60 INT: 1. John Bonham (Kaw); 2. Ross Kuhnle (Kaw).

100 NOV: 1. Matt Howes (Kaw); 2. Steve Foord (Kaw); 3. Brandon Boldt (Kaw).

125 NOV: 1. Russel Wallan (Yam); 2. Todd Thompson (Yam); 3. Joshua Michaels (Hon); 4. Casey Ales (Yam); 5. Jeff Simas (Hon).

125 INT: 1. Zachary Woodward (Kaw); 2. Don Bainbridge (Kaw); 3. Josh Ruiz (Kaw); 4. Ben Wilson (Hon); 5. Jedd Ambrosini (Kaw).

125 EX: 1. Jesse Bath (Suz).

250 NOV: 1. Russel Wallan (Yam); 2. Zeb Zeganti (Kaw) 3. Casey Ales (G-G); 4. Jason Rossetto (Kaw); 5. Rusty Turner (Suz).

250 INT: 1. Don Bainbridge (Hon); 2. Chris Bell (Kaw); 3. Scotty Turner (Hon); 4. Jedd Ambrosini (Suz); 5. Byron Frick (Kaw).

250 EX: 1. Kervyn Cole (Kaw); 2. Rick Crenshaw (Kaw); 3. Mickey Crenshaw (Kaw); 4. Jesse Bath (Suz).

U/L: 1. Kervyn Cole (Kaw); 2. Tim Phillis (Kaw); 3. Ricky Crenshaw (Kaw); 4. Joe Rust (Hon); 5. Chris Bell (Kaw).

OPEN NOV: 1. Frederic Pere (Hon); 2. Adam Dowing (Hon); 3. Mike Shallis (Kaw).

OPEN INT: 1. Doug Dennis (Yam).

OPEN EX: 1. Rod Nordstrom (Hon).

VINT: 1. Will Cobb (Yam).

BMBR: 1. David Larkin (Hon); 2. Ed Schmidt (Hon); 3. Phillip Rosamond (Hon).

WMN: 1. Nicole Hontou (Hon); 2. Christal George (Kaw); 3. Dana Loomis (Kaw).

4-STRK: 1. Kevin Knox (KTM).

VET NOV: 1. Robert Colombi (Hon); 2. Roger Kelley (Suz); 3. Dennis Christie (Yam); 4. Mark Hontou (Hon); 5. Mike Griffin (Hon).

VET INT: 1. Tom Dillard (Suz).

VET EX: 1. Tim Phillis (Kaw); 2. Kevin Knox (KTM); 3. Mickey Crenshaw (Kaw).

O/T NOV: 1. Nick Steel (Hon); 2. David Wilson (Hon); 3. Kerstin Howes (Hon).

O/T INT: 1. Doug Dennis (Yam).

O/T EX: 1. Rod Nordstrom (Hon); 2. Joe Shepp (Yam); 3. Jim Howes (Hon); 4. Dana Bray (KTM); 5. Dan Sturgeon (Suz).

Parker rules Birch Creek MX

By Jay and Sharon Hauser

DANVILLE, VA, SEPT. 20

Former World Champion Trampas Parker surprised plenty of people when he showed up at the Amateur day of racing prior to the opening round of the AMA Fall Classic Motocross Series, but the outcome of his riding was no surprise. Parker walked away with a six-moto romp of the 250cc A, Over 25 A and Over 30 A classes in true world-class fashion.

Parker was testing out his new ride for the AMA Eastern Four-Stroke Nationals and had never even sat on the bike before he got to the track on Saturday morning. Parker adapted quickly to his big-bore Husaberg four-stroker as he went, for the most part, uncontested throughout the day.

Team Green's Mitchell Hodges made a good run at Parker in 250cc A racing but lost sight of Parker late in both motos, and took a respectable second overall. Joe Buskirk was at the Creek for the first time and was using Saturday to prep for the Classic on Sunday, and turned in a couple of good rides which put him in the top three at the day's end. Local Scott Shipley is always near the top at his favorite track and turned in a pair of fifth-place rides to snag fourth over David Espinoza.

While Parker was showing nothing but class in the Pro ranks, another rider, who is on his way up, put on a show in the Open C class. As a show of support for the Classic on Sunday, all of the Amateur displacement classes were joined in an Open class. So, all of a sudden, 125cc C riders were going up against 250cc C and Open C riders in one class. Brad Henderson, riding a Tri-City Yamaha out of North Carolina, had no problem working his YZ125 to the front of the 18-rider field in both of the motos, showing that even on a big track, horsepower doesn't mean everything. Following Henderson home in second was Kawasaki rider Bryan Stevens , who traded second-place finishes with Scott Muterspaugh. Kevin Hatcher came home in fourth with a 5-5 score, while Forsyth Motorsports' Ray Ward just squeaked inside the top five with a 7-4.

Results

Saturday

50 (4-6): 1. Devon Pilkington (Act); 2. Taylor Futrell (Act); 3.Tyler Bright (KTM); 4. Bobby Buhr (KTM); 5. Ryan Smith (KTM).

50 (7-8): 1. Zach Osborne (KTM); 2. Seth Brown (Cob); 3. Matt Pierson (Cob); 4. Chad Muterspaugh (Cob); 5. Brad Haar (KTM).

65 (7-9) 1. Ryan Fitzwater (Kaw); 2. Jeb Gaskill (Kaw); 3. Buddy Biagi (Kaw); 4. David Mitchell (Kaw); 5. Dalton Terrell (Kaw).

65 (10-11): 1. Sam Fitzwater (Kaw); 2. Isaiah Talbert (Kaw); 3. Jorden Troxell (Kaw).

85 (7-11): 1. Scott Terry (Yam); 2. Stephen Shoaf (Suz); 3. Joshua Schmitt (Suz); 4. Dustin Oats (Kaw); 5. Will Driscoll (Kaw).

85 (12-15): 1. Ryan Burkett (Yam); 2. Cory Gholson (Yam); 3. Blake Hovis (Hon); 4. Brian Whiteside (Hon); 5. Joshua Dexter (Kaw).

80 D: 1. Chris Laplante (Hon); 2. Luther Caudle (Kaw); 3. Brandon Schools (Suz); 4. Brandon Engle (Suz); 5. Daniel Clontz (Yam).

S/MINI: 1. Zach Kutschenko (Suz); 2. Stephen Shoaf (Suz); 3. Ryan Burkett (Yam); 4. Blake Hovis (Hon); 5. Scott Terry (Yam).

SCHBY: 1. Aaron Day (Kaw); 2. Chris Day (Kaw); 3. Justin Grubbs (Hon); 4. Ryan Hankins (Yam); 5. Anthony Burkett (Yam).

125 A: 1. Mitchell Hodges (Kaw); 2. Terry Kennedy (Yam); 3. Chuck Green (Suz); 4. James Abott (Suz); 5. James Coy (Yam).

125 B: 1. Aaron Day (Kaw); 2. Chris Day (Kaw); 3. Jason Laplante (Suz); 4. Kevin Weeks (Kaw); 5. Michael Duke (Suz).

125 C: 1. Eric Cox (Yam); 2. Scott Muterspaugh (Kaw); 3. Andreas Schmidt (Kaw); 4. Robbie Poole (Hon); 5. Matt Whiteside (Hon).

125 D: 1. Scott Hill (Kaw); 2. David Viverette (Hon); 3. Zane Berry (Yam); 4. Bill Armstrong (Kaw); 5. Brian King (Hon).

250 A: 1. Trampas Parker (Hgb); 2. Mitchell Hodges (Kaw); 3. Joe Buskirk (Suz); 4. Scott Shipley (Hon); 5. David Espinoza (Hon).

250 B: 1. Nick MacAllister (Kaw); 2. Wayne Guin (Hon); 3. Travis West (Hon); 4. Rusty Reynolds (Kaw).

250 C: 1. Bryan Stevens (Kaw); 2. Chuck Cooper (Suz); 3. Ray Ward (Kaw); 4. Bobby Sanders (Suz); 5. Glenn Campbell (Hon).

250 D: 1. Jon Bear (Yam); 2. Kenneth Hicks (Kaw); 3. Jim Ley (Kaw); 4. Jamie Sink (Suz); 5. Brian Richardson (Hon).

25+ A: 1. Trampas Parker (Hgb); 2. Chuck Green (Suz); 3. Scott Shipley (Hon); 4. James Coy (Yam); 5. Doug Neighbors (Hon).

25+ B: 1. Brandon Williams (Hon); 2. Todd Marshall (Hon); 3. Russ Pickett (Hon); 4. Todd Bennett (Hon); 5. Paul West (Hon).

25+ C: 1. Chuck Cooper (Suz); 2. Stephen Benoy (Yam); 3. Steven Simpson (Kaw); 4. Eric Thomas (Hon); 5. Patrick Fleming (Yam).

30+ A: 1. Trampas Parker (Hgb); 2. Scott Shipley (Hon); 3. Brad Crouch (Yam); 4. Tim Mantooth (Hon); 5. Allen Painter (Hon).

30+ B: 1. Paul Mundt (Hon); 2. Russ Pickett (Hon); 3. Paul West (Hon); 4. Bill Naylor (KTM); 5. Marshall Finch (Kaw).

35+: 1. Sonny Mitchell (Suz); 2. David Hobson (Yam); 3. Paul Mundt (Hon); 4. Donnie Foster (Suz); 5. Thomas Perkins (Suz).

40+: 1. Sonny Mitchell (Suz); 2. Roger Arnold (Suz); 3. Mark Smith (Suz); 4. Greg Driscoll (Suz); 5. Paul Dziwanowski.

OPEN B: 1. Paul Dziwanowski; 2. Tom Haar (Hon).

U/L: 1. Nick McAllister (Kaw); 2. Eric Cox (Yam); 3. Scott Muterspaugh (Kaw); 4. Ryan Mason (Suz); 5. Blake Pierson (Suz).

Sunday

50 (4-6): 1. D.J. Ellis (Cob); 2.Bobby Buhr (KTM); Ryan Smith (KTM); 4. Kyle Breen (Act); 5. Kristopher Wilkins (KTM).

50 (7-8): 1. Zach Osborne (KTM); 2. Chad Muterspaugh (Cob); 3. Brad Haar (KTM); 4. C.W. Brim (KTM); 5. Rickey Sizemore (Cob).

65 (7-9): 1. Thomas Hayes (Kaw); 2. Zach Osborne (Kaw); 3. Buddy Biagi (Kaw); 4. Clay Willett (Kaw); 5. Casy Taylor (Kaw).

65 (10-11): 1. Aaron Green (Kaw); 2. Charles Johnson (Kaw); 3. Stephen Martin (Kaw).

85 (7-11): 1. Stephen Martin (Kaw); 2. Brandon Schools (Suz); 3. Charles Warwick (Kaw); 4. Buddy Biagi (Suz); 5. Robert Damian (Kaw).

85 (12-15): 1. William Bryant (Yam); 2. Brian Nickelston (Yam); 3. Michael Bria (Hon); 4. Brad Nickelston (Yam); 5. Brandon Engle (Suz).

U/L B: 1. Aaron Day (Kaw); 2. Nick McAllister (Kaw); 3. Chris Day (Kaw); 4. Michael Duke (Suz); 5. Jason Laplante (Suz).

U/L C: 1. Brad Henderson (Yam); 2. Bryan Stevens (Kaw); 3. Scott Muterspaugh (Kaw); 4. Kevin Hatcher (Suz); 5. Ray Ward (Kaw).

U/L D: 1. Scott Hill (Kaw); 2. Kyle McPherson (Suz); 3. Bill Armstrong (Kaw); 4. Kenneth (Kaw); 5. Donnie Cully (Hon).

25+ B: 1. Danny Kennedy (Suz); 2. Russ Pickett (Hon); 3. Jeff Belcher (Hon); 4. Tim Ware (Hon); 5. Brandon Williams (Hon).

30+ A: 1. Trampas Parker (Hgb); 2. Allen Alford (Suz); 3. Sidney Williams (Kaw); 4. Sandy Fulk (Suz); 5. Brad Crouch (Yam).

30+ B: 1. Russ Pickett (Hon); 2. Ike DeJager (Suz); 3. Denny Hilton (Suz); 4. Waymon Autry (Suz); 5. Henry Hallstrom (Yam).

Durivage takes Stars of Tomorrow Motocross

By Carl Davis

DELTA, OH, OCT. 5

The MRA held their premier youth event of the year, the Stars of Tomorrow Youth Championships, and Greg Durivage took his Waterville Import-sponsored Lem to the win in the 50cc Super (7-8) class. The Delta Raceway track featured a superlong circuit for the micros, taking up the entire racing complex. Micro riders were running in the minute-and-a-half lap range, giving them plenty of track time, while the big track had lap times running into the four-minute range.

Durivage took a liking to the extended micro track as riders zoomed off their normal route, running up through a grassy Grand-Prix-type section where the little micros could really fly. In moto one, it was Allen Jones in the lead, with Durivage and Broc Peterson charging behind. Jones had a good lead midmoto, with Durivage moving up to apply pressure. Damon Bauer moved from outside the top 10 to move in on the Jones/Durivage battle near the end. However, Bauer slid out on the last lap, while Durivage slipped by Jones to end the moto in that order.

Bauer blasted to the moto-two holeshot, with Durivage a close second. Peterson and Jarod Ing held off Jones for the third spot, with Jones trying hard to move around the duo. Bauer and Durivage were wheel to wheel for the entire moto, but Durivage went down on the last lap in the same turn that got Bauer in the first moto. Bauer took the moto win, but Durivage won the overall.

Steven Carnahan aced the 60cc class in another great ride before moving into the 80cc class. Corey Simone took second overall, with Adam Behringer claiming third.

Broc Bauer battled back from a bad start in the first 80cc Beginner-class moto, motoring through the pack in an all-out attempt to catch the leaders. Anthony Doble was cruising out in front of the largest class of the day after pulling a beautiful holeshot. Bauer was hot and moved past Doble near the end to take the win, with Justin Stahl zipping past Doble for second. Bauer took the moto-two start and cruised to the win as Doble rode strong for second overall, with Ryan Harsh taking third overall.

Results

50 (4-6): 1. Cameron Martinez (Yam); 2. Kyle Straube (Yam); 3. Robert Goupill (Yam).

50 (7-8): 1. Courtney Knirk (Yam); 2. Shane Unkle (Cob); 3. Tony Perry (Hon).

50 SUP (4-6): 1. Kurt Dwyer (Kaw); 2. Cameron Martinez (Yam); 3. Trevor Donie (KTM).

50 SUP (7-8): 1. Greg Durivage (Lem); 2. Damon Bauer (Lem); 3. Broc Peterson (Kaw).

60 (7-11): 1. Steven Carnahan (Kaw); 2. Corey Simone (Hon); 3. Adam Behringer (Kaw).

80 P/W: 1. Kyle Kaylor (Yam); 2. Michael Kuderik (Yam); 3. Jacob Szych (Yam).

85 BEG: 1. Broc Bauer (Hon); 2. Anthony Doble (Hon); 3. Ryan Harsch (Hon).

85 NOV: 1. Thomas Dwyer (Kaw); 2. Justin Larson (Suz); 3. Renee Riendeau (Suz).

85 EX: 1. Jeremy Ball (Hon); 2. Mike Suman (Hon); 3. Ryan Richardson (Hon).

125 JR: 1. Ian Hammond (Suz); 2. Gabriel Stahl (Suz); 3. Gregory Brooks (Hon).

125 BEG: 1. Jordan Tilton (Yam); 2. Scott Shane (Hon); 3. David Urie (Hon).

125 NOV: 1. Danny Little (Suz); 2. Wayne Bennett (Suz); 3. Travis McFarland (Yam).

125 INT: 1. Jason Foldesi (Suz); 2. Guy Riendeau (Suz); 3. Sam Collins (Hon).

250 BEG: 1. Bill Moulton (Kaw); 2. Brad Zimmer (Kaw); 3. Joe Trojanowski (Yam).

250 NOV: 1. Daniel Himebaugh (Yam); 2. Jeff Larsen (Hon); 3. Kent Smith (Suz).

250 INT: 1. Michael Turi (Hon); 2. Dave Schneyer (Hon); 3. Matt Szorobura (Yam).

125/250 EX: 1. Jimmy Wilson (Suz); 2. Ian Hammond (Suz).

16-24: 1. Jimmy Wilson (Suz); 2. Mike Mercer (Suz); 3. Guy Riendeau (Suz).

25+: 1. Jon Schmitz (Suz); 2. Doug Jorissen (Yam); 3. Scott Donaldson (Hon).

30+: 1. Jon Schmitz (Suz); 2. Barry Mayo (KTM); 3. Jeff Beerbower (Yam).

35+: 1. Michael Behringer (Kaw); 2. Jeff Beerbower (Yam); 3. Byron Cooley (Yam).

40+: 1. Michael Behringer (Kaw); 2. Barry Mayo (KTM); 3. Byron Cooley (Yam).

45+: 1. Rick Baldwin (Suz); 2. Eric Carlson (Hon); 3. Lynn Conway (Suz).

VINT 89: 1. Jeff Carlson (Hon); 2. Steve Gaggi (Suz); 3. Neil Carlson (Hon).

Lindsey lands Gold Cup MX

By Kyle Myers

HILLIARD, FL, OCT. 5

More than 450 riders attended round two of the Worldsports Florida Gold Cup Motocross Series held at the North Florida Raceway, and Aaron Lindsey topped both 125cc Youth motos to score the overall victory and to collect some Yamaha contingency money.

In the first 125cc Youth moto, Lindsey led the 18-rider field into turn one, with Kyle Farnell, Tyson Hadsell, J.B. Ballard and Jon Masters giving chase. Matt Johnson moved into the top five on the opening lap as he motored by Masters. Hadsell passed Ballard on lap two and closed in on his BSY teammate Lindsey but could not make the pass. Lindsey held on for the moto win over Hadsell, Farnell, Ballard and Johnson.

Ballard rocketed out of the gate to start moto two, with Hadsell, Lindsey, Farnell and Johnson following. Hadsell made an aggressive move on Ballard and took over the lead halfway into lap one. Lindsey then railed the outside of the sweeper turn to pass Ballard for the runner-up spot. Lindsey reeled in Hadsell and began to look for a way around the leader. Ballard then bobbled on the rough course and Farnell slipped by for third. With the white flag out, Lindsey had to make a move to capture the overall. As the pair entered the back sweeper, Lindsey again railed the outside and just edged out Hadsell to the next jump. Lindsey sailed across the finish line inches ahead of Hadsell, followed by Farnell, Ballard and Johnson.

Anthony Pocorobba and Ryan Davis were the only double class winners. Pocorobba won the 125cc A and Pro division and Davis won the 80cc (14-15) and Super Mini classes. CN

Results

P/W (4-6): 1. Jeff Faecke (Cob); 2. Ashley Vickery (Cob); 3. Luke Griffis (Cob); 4. Brandon Gardner (Act); 5. Nich Ducuia (Cob).

P/W (7-8): 1. T.J. Rhonelli (Cob); 2. Dan Weyer (Cob); 3. Mike Nicolini (Cob); 4. Travis Graves (Cob); 5. Colton Winebrenner (Cob).

65 (7-11): 1. Kyle Chisholm (Kaw); 2. Jake Griffis (Kaw); 3. Jordon Gooch (Kaw); 4. Matt Boni (Kaw); 5. Jimmy Keyes (Kaw).

85 (7-11): 1. Zack Lundy (Hon); 2. Kyle Williamson (Hon); 3. Kyle Chisholm (Kaw); 4. Ricky Bryant (Yam); 5. Bobby Lucroy (Hon).

85 (12-13): 1. Troy Adams (Yam); 2. Paul Perebijnos (Hon); 3. Brian Gray (Yam); 4. Quinton Bigalow (Yam); 5. Corey Fink (Yam).

85 (14-14): 1. Ryan Davis (Kaw); 2. Josh Faustino (Suz); 3. Branden Butler (Hon); 4. Derrick Stearne (Hon); 5. Mike McGourty (Kaw).

S/MINI: 1. Ryan Davis (Kaw): 2. Brian Gray (Yam); 3. Paul Perebijnos (Hon); 4. Josh Faustino (Suz); 5. Troy Adams (Yam).

125 YTH: 1. Aaron Lindsey (Yam); 2. Tyson Hadsell (Yam); 3. Kyle Tarnell (Yam); 4. J.B. Ballard (Kaw); 5. Matt Johnson (Kaw).

16-24: 1. Lee Tatham (Kaw); 2. Derrick Januszyk (Kaw); 3. Forrest Butler (Hon); 4. Mike Brillinger (Hon); 5. James Joiner (Yam).

125 A: 1. Anthony Pocorobba (Suz); 2. Matt Walker (Hon); 3. Ernesto Fonseca (Yam); 4. Darren McElhatten (Suz); 5. Marcus Pedero (Suz).

125 B: 1. Tyson Hadsell (Yam); 2. Aaron Lindsey (Yam); 3. Buddy Duffy (Yam); 4. Jeremy Shuttleworth (Suz); 5. J.B. Ballard (Kaw).

125 C: 1. Matt Johnson (Hon); 2. Jason Smith (Suz); 3. Greg Berteaux (Hon); 4. Rob Hall (Yam); 5. Paul Reilly (Yam).

250 A: 1. Jason Thomas (Kaw); 2. Anthony Pocorobba (Suz): 3. Jeff Lampe (Suz): 4. Adrian Cantero (Hon). 5. Jarrett Tipping (Suz).

250 B: 1. Buddy Duffy (Yam); 2. Tim Baker (Kaw); 3. Steve Dumond (Yam); 4. Derrick Januszyk (Kaw): 5. Forrest Butler (Hon).

250 C: 1. Mike Taylor (Suz); 2. Donnie Marshall (Kaw); 3. Brad Ruel (Suz); 4. Ed Higgins (Yam); 5. Charles Satcher (Kaw).

25+: 1. Marcus Pedrero (Suz); 2. Earl May (Kaw); 3. Tim Baker (Kaw); 4. Jeff Lampe (Suz); 5. Mike Lampe (Suz).

30+: 1. Mark Beamer (Kaw); 2. Flip Page (Yam); 3. Billy Wood (Yam); 4. Kyle Tallent (Yam); 5. Tim Eggers (Suz).

35+: 1. Rick Perry (Yam); 2. John Lundy (Hon); 3. Tim Eggers (Suz); 4. Flip Page (Yam); 5. Kyle Tallent (Yam).

40+: 1. Eric Harvey (Yam); 2. Doug Harvey (Yam); 3. Steve Dixon (Kaw); 4. Jeff Hughes (Kaw); 5. Kent Kolheffer (Kaw).

50+: 1. Tom Bragg (Hus); 2. Tom Fogg (Yam); 3. Ernie Millan (Hon); 4. John Raulerson (Hon); 5. Paul Lesson (Mai).

OPEN B/C: 1. Mike Bragg (Hon); 2. Joe Pearce (Kaw); 3. John Gillespie (Hon); 4. Ron Crews (Kaw); 5. Tom Schaffner (Hon).

PRO: 1. Anthony Pocorobba (Suz); 2. Ernesto Fonseca (Yam); 3. Jason Thomas (Kaw); 4. Adrian Cantero (Hon); 5. Marcus Pedrero (Suz).

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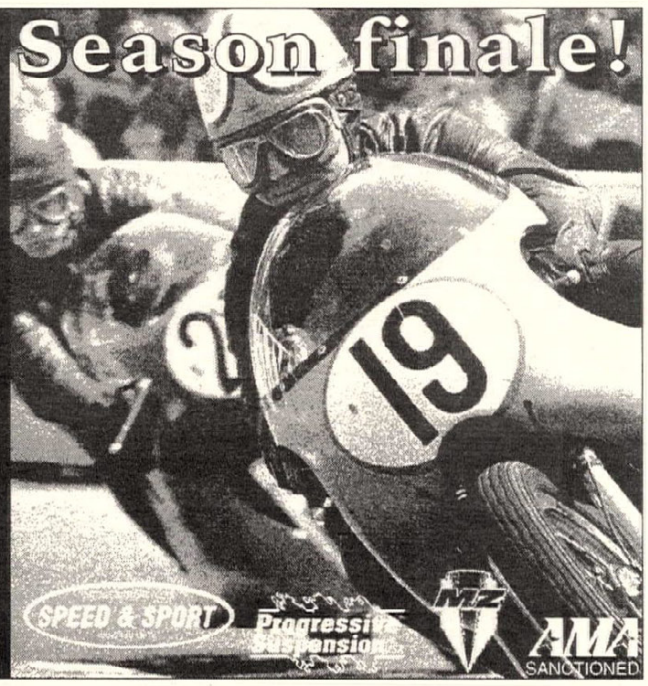

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TULARE CYCLE PARK
Tulare, CA Event Calendar

Sat., Nov 1 AHRMA T.T. Scrambles
Sun., Nov 2 AHRMA M.X.
Sat., Nov 15 M.X. & Dirt Track Practice 9am-2pm
Sun., Nov 16, Tulare Benefit Race, Open Traction Scrambles
Sat., Dec 6 M.X. & Dirt Track Practice 9am-2pm

All minors must be accompanied by a parent or a notarized legal guardian.
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Thur.,	Oct 23	MX Practice 8am till Dusk
Sat.,	Oct 25	MX Practice 8am till 1pm
Sun.,	Oct 26	Off Road Car Truck & Quad Racing
Thur.,	Oct 30	MX Practice 8am till 1pm

WHITE BROTHERS WORLD VET NOV 1&2
CHAPARRAL AMA PRO/AM CHAMPIONSHIP DEC. 26, 27, 28

cma (209) 673-8080

GFI North Fall Series
Sun., Oct 26 Prairie City, CA*
Sun., Nov 2 Hollister, CA*
*Kawasaki, Suzuki, Yamaha Factory Contingencies
(Saturday practice before each event)

GFI RACING (909) 653-4042
A Rider for the Riders

Sat.,	Oct 25	Saturday Practice (8am - 1pm)	Perris
		GFI Fall Series Awards 1:00 PM	Perris
Sat.,	Nov 1	Saturday Practice (8am - 1pm)	Perris
Sun	Nov 2	Elsinore GP Warm Up	Perris

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CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone**; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

FIM World Supercross C'ship
11/2 Barcelona, Spain, Rnd 1
11/7-9 Paris, France, Rnd 2, 3, 4
11/23 Tokyo, Japan, Rnd 5
11/30 Osaka, Japan, Rnd 6
12/5-6 Geneva, Switzerland, Rnd 7, 8

PJ1 Nat'l Arenacross Series
11/14-16 Des Moines, IA
11/21-23 Albany, NY
12/5-7 Rockford, IL
1/2-4 Fort Worth, TX
1/9-11 Oklahoma City, OK
1/16-18 Niagra Falls, NY
1/23-25 Hampton, VA
1/30-2/1 New Haven, CT
2/6-8 Winston-Salem, NY
2/13-15 Milwaukee, WI
2/20-22 Denver, CO
2/27-3/1 Sacramento, CA
3/13-15 San Francisco, CA
3/20-22 Salt Lake City, UT

AMA National Championship Enduro Series
10/26 Delaware City, DE, Rnd 9

AMA National Championship Hare & Hound Series
10/26 Lucerne Valley, CA, Rnd 6
11/1 Wells, NV, Rnd 7
Info 614/891-2425

AMA National Championship Hare Scrambles Series
11/9 Kent, WA, Rnd 9

AMA Texas Championship Hare Scrambles Series
10/26 Fort Hood, TX
11/9 Floresville, TX
11/23 Waco, TX
12/7 Rockne, TX
1/18 Fort Hood, TX
2/1 San Antonio, TX
2/15 Rockne, TX
3/29 Columbus, TX
4/26 TBA
6/7 Rockne, TX
6/21 Fort Hood, TX
7/26 Conroe, TX
8/30 TBA
10/11 Montgomery, TX
11/8 TBA
12/6 Fort Hood, TX
Info 409/732-9171

AMA Grand National Cross Country Series
10/26 Alton, VA, Rnd 13
Info 304/284-0084

AMA Fall Classic/Eastern Four-Stroke National MX Series
11/1-2 Society Hills, SC

AMA/District 34/MSC Championship MX Series
10/26 Modena, NY
11/2 Modena, NY
11/9 Walden, NY
Info 518/828-6149

AMA/U.S. Eastern Pro-Am Motocross Fall Series
11/2 Dillwyn, VA
11/16 Danville, VA
Info 804/724-4392

AMA/Best of Georgia Championship MX Series
11/9 Macon, GA
Info 912/788-0413

AMA/Prostar Drag Racing Series
11/13-16 Gainesville, FL, Rnd 7

AMA North Eastern Cross Country Series
11/2 Palmyra, NY
Info 800/335-3833

AMA Virginia Flat Track State Championship Series
11/16 Danville, VA
Info 804/836-0710 or 804/724-4392

AMA/District 36 Enduro Series
10/26 Elkins Flat, CA, Rnd 11
11/1 Upper Lake, CA, Rnd 12
11/9 Stonyford, CA, Rnd 13
11/16 Ballinger Canyon, CA, Rnd 14
Info 408/281-3805

AMA/District 36 Family Enduro Series
11/23 Stonyford, CA
11/29 Foresthill, CA
Info 408/281-3805

AMA National Dual Sport Trail Ride Series
11/28-29 Los Angeles, CA

AMA/District 36 Cross Country Series
11/16 Prairie City, CA, Rnd 15
11/16 Moved to National, Feb 1998
11/29 Lovelock to Fernly, NV, Rnd 16
Info 408/294-3438

AMA/District 37 Dual Sport Ride Series
10/19-25 Ridgecrest, CA
11/1-2 Death Valley, CA
11/16 Riverside, CA
11/28-29 Azusa, CA (LA-B to V)
12/28 Mojave, CA
614/891-2425 (3,1)

AMA/District 37 Big 6 Grand Prix Series
11/1-2 Gorman, CA, Rnd 6
Info 909/678-0419

AMA Tecnosel Carolina Ultra Series
11/1-2 Society Hills, SC
Info 423/323-5497

AMA Mid-South Winter Hare Scrambles Series
11/2 Hohenwald, TN
11/9 Lynneville, IN
11/23 Fordsville, KY
12/7 Greenville, KY
12/14 Johnsonville, TN
1/18 Lawrenceburg, TN
2/1 TBA
2/15 Van Leer, TN
3/22 Cadiz, KY
3/29 Dickson, TN
Info 615/859-0873

AMA/Motocross C'ship Gold Cup Series
10/26 Gainesville, FL
Info 813/823-2090

AHRMA/Progressive Suspension Historic Cup Road Race Series
11/15-16 Faulkville, GA, Rnd 18,19
Info 715/842-9699

North American Sport Bike Series
10/30-11/2 Daytona Beach, FL, Rnd 8

NASB/Formula USA Series
10/30-11/2 Daytona Beach, FL, Rnd 8

CCS/Championship Cup Road Racing Series
California Region
12/6-7 Las Vegas, NV*
12/20-21 Phoenix, AZ
Florida Region
12/13-14 Homestead, FL*
Southwest Region
12/6-7 Las Vegas, NV
12/20-21 Phoenix, AZ*
*Double Points Event
Info 704/684-4297

AHRMA SOS/BOT/ Sound of Thunder Series
11/15-16 Faulkville, GA, Rnd 18,19
Info 715/842-9699

AHRMA Western Regional Motocross Series
11/2 Tulare, CA
Info 408/663-4014

AHRMA So Cal MX Series
11/16 Piru, CA
Info 909/929-6772

AHRMA Western Regional Trials Series
10/25 Patterson, CA
11/22 Auburn, CA
Info 916/967-0262

AHRMA Dixie Cup Road Race Series
11/15-16 Faulkville, GA, Rnd 4
Info 715/842-9699

Texas/AHRMA Vintage Iron Series
10/26 Swan, TX
11/9 Highlands, TX
11/23 Swan, TX
12/7 Rio Bravo, TX
Info 281/679-5764

La Playa Grand Prix MX Series
12/7 Rosarito, BC/Mexico, Rnd 5
Info 011/52-661-22525

ECEA C'ship Enduro Series
10/26 Delaware City, DE
Info 717/865-0601

ECEA Championship Hare Scrambles Series
11/2 Warren Grove, NJ
11/9 Mauricetown, NJ
11/23 Greenbank, NJ
Info 717/865-0601

ECEA Dual Sport Series
11/16 Greenbank, NJ
Info 717/865-0601

VMA State Championship Vintage MX Series
11/16 Hanford, CA, Rnd 5
Info 209/661-0706

Delaware Short Track Championship Series
10/24 Seaford, DE, Rnd 29
10/31 Seaford, DE, Rnd 30
Info 302/335-3215

Central California Rough Scrambles C'ship Series
10/26 Madera, CA, Rnd 10
11/9 Madera, CA, Rnd 11
11/23 Madera, CA, Rnd 12
Info 209/661-0706

Rocky Mountain MX Series
10/26 Colorado Springs, CO
Info 719/473-6723

Smoky Mountain Mini Road Race Series
11/2 Elgin, SC
Info 704/531-2797

Southeastern Trials Riders Association C'ship Series
11/15-16 Cumming, GA
Info 423/942-8688

American Trials Association
10/26 McCain Valley, CA
11/16 San Gabriel Canyon, CA
11/30 Lucerne Valley, CA
1/11 Romoland, CA
2/1 Rock Ranch, CA
2/22 Corral Canyon, CA
3/22 Lucerne, CA
4/25-26 El Trial, CA
6/6-7 Big Bear, CA
Info 714/562-7742

Arkansas Hare Scrambles Championship Series
10/26 Lost Creek Park, AR
11/30 Fort Smith, AR
Info 501/646-7000

Virginia Championship Hare Scrambles Series
11/2 Surry, VA
Info 757/255-4620

KORR Hare Scrambles Championship Series
11/2 Sterling, KS
11/9 Marion, KS
11/16 Arkansas City, KS
12/7 Hillsboro, KS
Info 316/942-6527

KORR MX C'ship Series
10/27 Marion, KS
Info 316/942-6527

Elsinore Grand Prix
11/8 Elsinore, CA
11/9 Elsinore, CA
Info 909/653-4042

MRAN Desert Series
11/1-2 Beatty, NV, Rnd 10
Info 702/437-6762

NESC Motocross Series
10/26 Southwick, MA
11/2 Middleboro, MA
Info 413/564-0044

Kentucky/Tennessee Motocross Series
10/25 Paris, TN, Rnd 24
11/2 Milan, TN, Rnd 25
Info 901/642-0511

Cornhusker Motocross Series
10/26 McCook, NE
Info 308/928-2503 or 308/345-3744

TCCRA/Cross Country Series
11/2 Wellington, TX
Info 972/579-9161

Black Jack Enduro Circuit
11/2 Oklahoma City, OK
11/16 Muenster, TX

Southern Enduro Riders Ass'n Hare Scrambles Series
11/9 Wiggins, MS
11/23 Warrior, AL
12/7 Maplesville, AL
1/4 Saucier, MS
1/18 Maplesville, AL
2/8 Wiggins, MS
Info 504/665-0313

SETRA Hare Scrambles
11/9 Bybee, TN
11/23 Odenville, AL

11/30 Clinton, SC
12/7 Columbia, SC
12/14 Hurricane Mills, TN
1/4 Greensboro, GA
1/18 Maplesville, AL
2/8 Abbeville, SC
2/15 Columbus, GA
2/22 Macon, GA
3/8 Braselton, GA
3/22 Cross Anchor, SC
3/29 Knoxville, TN
Info 706/327-4015

SETRA C'ship Enduro Series
10/26 Tallahassee, FL
11/2 Maplesville, AL
11/16 Hurricane Mills, TN
1/11 Charleston, SC
1/25 Wedgefield, SC
3/1 Pelion, SC
3/5 Daytona, FL
3/15 Greensboro, GA
4/5 Morganton, NC
4/19 Cochran, GA
4/16 Clanton, AL
5/3 Olustee, FL
5/17 Tarrytown, FL
6/7 Hurricane Mills, TN
Info 706/327-4015

Northwest Motorcycle Association Enduro Series
10/26 Bellingham, WA
Info 206/242-7044

IERA Championship Enduro Series
11/2 Morrison, IL
Info 515/933-4872

Mouse Midwest Enduro Series
10/26 Springfield Corners, WI
Info 319/582-4864

Northwest Motorcycle Association Off-Road Series
11/30 Kent, WA
Info 206/242-7044

NETRA Championship Enduro Series
11/2 Stafford, CT
Info 860/875-5757

NETRA Championship Hare Scrambles Series
10/26 Fishouse, NY
11/9 Modena, NY
Info 860/875-5757

FTR Championship Series Hare Scrambles
11/8-9 TBA
11/22-23 Bostwick, FL
12/6-7 South Venice, FL
1/3-4 TBA
1/17-18 TBA
1/31-2/1 TBA
2/21-22 TBA
3/21-22 TBA
4/4-5 TBA
4/18-19 Vero Beach, FL
Info 407/264-0559

FTR Championship Enduro Series
10/26 Apalachacola, FL
1/11 Charleston, SC
3/8 Ocala National Forest, FL
5/3 Olustee, FL
5/17 Richloam, FL
5/31 Daytona, FL
Info 407/264-0559

FTR Motocross Series
11/2 Reddick, FL, Rnd 1
11/16 Hilliard, FL, Rnd 2
12/14 Dade City, FL, Rnd 3
12/21 Bithlo, FL, Rnd 4
1/25 Okeechobee, FL, Rnd 5
2/15 Bunnell, FL, Rnd 6
3/15 Panama City, FL, Rnd 7
4/26 Okeechobee, FL, Rnd 8
5/10 Bunnell, FL, Rnd 9
5/17 Hilliard, FL, Rnd 10
Info 407/264-0559

NETRA Turkey Run Series
10/26 Central Village, CT
Info 860/875-5757

NETRA Championship Junior Enduro Series
10/25 Fishouse, NY
11/1 Winchendon, MA
Info 860/875-5757

CMRRA 50cc/125cc C'ship Road Race Series
11/23 Riverside, CA
12/7 Palomar, CA
Info 909/674-5357

Tennessee State Arenacross Championship Series
10/25 Paris, TN, Rnd 6
Info 901/642-0511

Eastern American Road Racing Association
10/25-26 Frederick, MD*
* Saturday Sprints, Sunday Endurance
Info 757/484-4688

WSMC Road Race Series
11/15-16 Rosamond, CA, Rnd 11
12/20-21 Rosamond, CA, Rnd 12
1/17-18 Rosamond, CA, Rnd 1
2/14-15 Rosamond, CA, Rnd 2
3/14-15 Rosamond, CA, Rnd 3
4/18-19 Rosamond, CA, Rnd 4
5/16-17 Rosamond, CA, Rnd 5
6/20-21 Rosamond, CA, Rnd 6
7/18-19 Rosamond, CA, Rnd 7
8/15-16 Rosamond, CA, Rnd 8
9/19-20 Rosamond, CA, Rnd 9
10/17-18 Rosamond, CA, Rnd 10
11/14-15 Rosamond, CA, Rnd 11
12/19-20 Rosamond, CA, Rnd 12
Info 805/256-1234

Sprout Patch Motocross Series
10/25 Billings, MO
Info 417/744-2593

CMC West Coast Arenacross Challenge
11/7-8-9 San Francisco, CA
11/14-16 Reno, NV
2/27-3/1 Sacramento, CA
Info 702/267-4392

OCTOBER

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DECEMBER

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28	29	30	31			

Oct 23-Nov 2

FLORIDA MOTORCYCLE SHOW - Sal Ramos Express 1st annual Biketoberfest, First Turn Lounge, Daytona Beach. Info: 954/832-5969.

Oct 24-26

* LOUISIANA SPEEDWAY - Rat Pack MC and Racing, Possum Cove, Lake Charles. Info: 318/855-2401 or 318/855-1978.

Fri, Oct 24

* CALIFORNIA SUPERCROSS - K-B Racing Promotions, Night Race, Sacramento Raceway, Sacramento. Info: 916/682-6123.

* DELAWARE SHORT TRACK - Delaware Motorsports, Seaford Speedway, Seaford. Info: 302/422-8661.

Oct 25-26

ARIZONA MOTOCROSS - AMX Grand Canyon State Championship/CMC Copper State Classic, Rnd 4, Verde Valley Motorplex, Cottonwood. Info: 520/634-6133.

CALIFORNIA CLUB REUNION - Rams MC, 100's MC Hare & Hound, Lucerne Valley. Info: 310/670-7188 or 327-5432.

* MICHIGAN MOTOCROSS - Baja Acres, Birch Run Road, Millington. Info: 517/871-3356.

TEXAS DUAL SPORT RIDE - AMA, Trail Riders of Houston, Terlingua Ghost Town, Chihuahuan Desert, Study Butte. Info: 281-376-4726.

Sat, Oct 25

* ALABAMA MOTOCROSS - Alabama Fall Series, Night Race, Kilpatrick MX, Albertville. Info: 205/561-3495.

* CALIFORNIA SHORT TRACK & TT - Lodi MC, Morse Road, Lodi. Info: 209/544-1027.

CALIFORNIA MOTOCROSS - Racing Enterprises, Carlsbad Raceway, Carlsbad. Info: 619/484-1441.

CALIFORNIA DESERT RACE - The Budweiser Superstition 250 XIII, Lake Superstition. Info: 619/427-5759.

* CALIFORNIA MOTOCROSS - Night MX, Starwest Supercross Park, Moreno Valley. Info: 909/943-4535 or 909/657-8845.

FLORIDA MOTOCROSS - Dade City Raceway, Rnd 19, Dade City.

* FLORIDA SUPERCROSS - Northeastern Supercross Raceway, Night Race Under the Lights, Clay Track, MacClenny. Info: 904/387-4911.

* FLORIDA MOTOCROSS - South Florida Sports Committee, Pepsi Air Dania MX Park, Night Race, Fort Lauderdale. Info: 954/321-9422.

* MICHIGAN MOTOCROSS - MRA, Milan Cycle City, Milan. Info: 313/241-1600 or 313/439-7735.

* NEW JERSEY DRAG RACING - Ken Landerman Raceway Park, Top Street Motorcycle Championships, Raceway Park Dragstrip, Englishtown. Info: 908/446-7800.

NORTH CAROLINA MOTOCROSS - 226 Motocross, Night Racing, Marion. Info: 704/652-3758.

* OHIO MOTOCROSS - AMA/Vinton Motocross Park, McArthur. Info: 614/596-2057.

* TENNESSEE ARENACROSS - KTMXA, Paris Dirt Trackers Inc., Final Round, Henry County Fairgrounds, Paris. Info: 901/642-0511.

Sun, Oct 26

CALIFORNIA DUAL SPORT RIDE - KTM/High Desert Ride, Victorville. Info: 818/701-1913.

CALIFORNIA ROUGH SCRAMBLES - RS Racing Central California Championship Series, Rnd 10, Madera Fairgrounds, Madera. Info: 209/661-0706.

CALIFORNIA HARE & HOUND - AMA/District 37, 100's MC, Lucerne Valley. Info: 310/376-1329.

* CALIFORNIA SHORT TRACK & TT - Lodi MC, Morse Road, Lodi. Info: 209/544-1027.

CALIFORNIA/ MOTOCROSS - Los Angeles County Raceway, CRC, Sponsorship Series, Palmdale. Info: 805/272-8889.

* CALIFORNIA MOTOCROSS - GFI North Fall Series, Prairie City. Info: 209/673-8080.

CALIFORNIA CYCLE SHOW & SWAP MEET - Long Beach Cycle Show, Long Beach Veterans Stadium, Long Beach. Info: 714/557-1846.

* CALIFORNIA MOTOCROSS - Pit Pro Sponsorship Series/SSC MX, Lake Castaic MX, Castaic. Info: 805/294-0020.

CALIFORNIA MOTOCROSS - CMMC/Wildcat Canyon Road, Race 17, Barona Oaks. Info: 619/752-8252.

CALIFORNIA MOTOCROSS - 1997 AMP California Octoberfest Series, Rnd 2, Hollister Hills GP Track, Hollister. Info: 209/656-9682.

* CALIFORNIA MOTOCROSS - Cycleland Speedway, Chico. Info: 916/342-0063.

CALIFORNIA MOTOCROSS - Over the Hill Gang MX, Castaic. Info: 562/925-9634.

CALIFORNIA ENDURO - 34th annual 49er Enduro Polka Dots Motorcycle Club, AMA/District 36, Elkins Flat, Eldorado National Forest, Grizzly Flat. Info: 916/366-6523.

COLORADO MOTOCROSS - AMA/District 25, RMXA Rocky Mountain Motocross Association, Aztec Family Raceway, Colorado Springs. Info: 719/473-6723 or 303/271-0190.

YOUR BEST WEEKEND OF 1997

MORE FUN THAN THE LAW ALLOWS

MOTOCROSS
PRIZES DRAWINGS OF CONTINGENCIES
MARION COUNTY
REDDICK, FLORIDA

SATURDAY NOV 8TH:
ENJOY THE FAMOUS ROAST PIG BBQ
SPONSORED BY HSKS OF OCALA
BRING A COVERED DISH AND JOIN IN
MEAL IS FREE WITH SUNDAY TICKET
AWARDS PRESENTATION FOR 1997
REDDICK POINTS FOLLOWING DINNER

SUNDAY NOV 9TH :
THE 10TH ANNUAL
SOUTHEASTERN REGIONAL
CHAMPIONSHIP RACE
STARTS THE NEW REDDICK
POINTS SEASON

WEEK-END TICKET $13.00 PER PERSON-SUNDAY ONLY $8.00 (INCLUDES BBQ)
NO SUNDAY REFUNDS AFTER 4 PM SATURDAY

CLASSES:
PW 4-6 PW 7-9 PW MOD
65 5-8 65 9-11
85 7-11 85-12-15
SUPER MINI
125A * 125B 125C
250/500 A* 250/500 B
250/500 C
15-24 25 +
30 + 35 + 40 +
125/250 BEGINNERS
QUADS

SCHEDULE:
SATURDAY PRACTICE 9-3PM
DINNER 6PM-AWARDS 7PM
GATES CLOSE 10 PM
GATES RE-OPEN 6:30 AM
REGISTRATION 7AM
RIDERS MEETING 8AM
PRACTICE 8:30

ENTRY FEES:
AMATEUR $15.
* EXPERT $20.

THIS IS A REDDICK POINTS PAYING RACE - ONLY REDDICK CARD HOLDERS RECEIVE POINTS
TROPHIES 40% *EXPERT CLASSES 150 % PAYBACK TROPHY BUY BACK AVAILABLE
ALL DOGS MUST BE FULLY CONTAINED OR MUZZLED AND LEASHED

NOVEMBER 2ND:

OPENING ROUND OF THE **FTR MOTOCROSS SERIES** FTR MEMBERSHIP REQUIRED AMATEUR CLASSES: $20. ADDITIONAL CLASSES $10. **NO REDDICK POINTS** ALL TIMES REMAIN THE SAME

SATURDAY NOV 1ST-TRAVIS BLACKBURN $20. MX SCHOOL 12-3PM

Motocross of Marion County is located between Gainesville and Ocala just off 441. From I-75 take exit 71 (hwy 326) east to 441. Go North 6.7 miles to NW 21st Ct. Turn Right . For additional information call (352) 591-2050 or 591-2377 nights

PRACTICE: FRIDAY BEFORE GATORBACK WINTER AM 9AM TO 3PM $5.

STARWEST SUPERCROSS PARK
(909) 943-4535
(909) 657-8845

SATURDAY NIGHT RACING
Practice 5:00 pm Race 6:00 pm
Race classes for all levels.
Saturday, Oct 25th Saturday Night MX
Saturday, Nov 1st Saturday Night MX
Saturday, Nov 8th Saturday Night MX
Saturday, Nov 15th Saturday Night MX
SEPARATE PEE WEE TRACK
Located 3 Miles East of 215 Freeway
Moreno Valley, CA at the Lake Perris Fairgrounds

OPEN RIDING PRACTICE
TUESDAY & THURSDAY NIGHTS
MOTORCYCLES ONLY!
4:30 PM - 9:30 PM
WEDNESDAY NIGHTS
MINIS ONLY!
4:30 PM - 9:30 PM
SATURDAY MORNINGS
ALL BIKES
9:00 AM - 2:00 PM
SESSIONS FOR MINIS!
PEE WEE TRACK ALWAYS OPEN!

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Statement of Ownership, Management, and Circulation

(Required by 39 U.S.C. 3685)

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Sharon Clayton	

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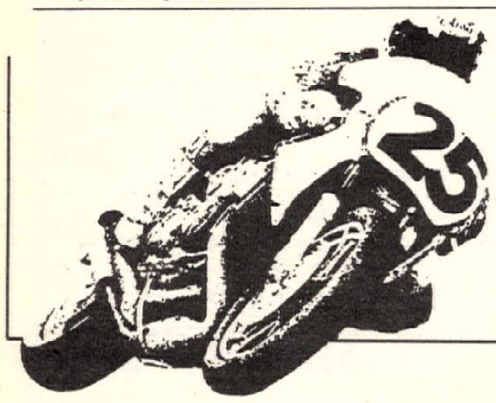
I certify that all information furnished on this form is true and complete. I understand that anyone who furnishes false or misleading information on this form or who omits material or information requested on the form may be subject to criminal sanctions *(including fines and imprisonment)* and/or civil sanctions *(including multiple damages and civil penalties).*



Race on the track, not on the street

1997 A.M.P. Calif. Octoberfest Series
Sat Oct 25 Open Practice Hollister Hills, CA
Sun Oct 26 Rd 2 Race Hollister Hills G.P Track, CA
Sat Nov 8 Open Practice Hollister Hills, CA
Sun Nov 9 Rd 3 Race Hollister Hills G.P Track, CA
Sat Nov 15 Open Practice New Track
Carnegie Cycle Park, Tracy, CA
Info: (209) 656-9682

CMC Racing - 714/367-1141
CMC Golden State Nationals
South Region
Jan 11th Rnd. 1 Quail Canyon OHV, Gorman CA
Jan 18th Rnd. 2 Competition Park, San Jacinto,CA
Feb 1st Rnd. 3 L.A.C.R., Palmdale, CA
Feb 15th Rnd. 4 Glen Helen Rcwy, Devore, CA

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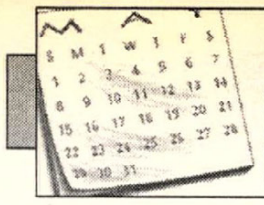

CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone;** we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

FLORIDA MOTOCROSS - 15th annual AMA State MX Championship Gold Cup Series, Gatorback, Gainesville. Info: 813/823-2090.

FLORIDA ROAD RACE - Vintage/Modern Road Race, Team Obsolete Promotions, Daytona Int'l Speedway, Daytona. Info: 718/596-0504.

GEORGIA FLAT TRACK - GFTL/Carnesville. Info: 770/962-7888.

ILLINOIS TRIALS - State Championship, NITRO, Motosports Park, Byron. Info: 847/888-1345.

* KENTUCKY MOTOCROSS - Daniel Boone Motocross, London. Info: 606/877-1364.

KENTUCKY MOTOCROSS - Pendleton County MC Park, Center Ridge Road, Gardnersville. Info: 606/472-3442.

LOUISIANA MOTORCYCLE SWAP MEET - 9th annual MC Expo, Show, Swap Meet, Shreveport Convention Hall, Shreveport. Info: 972/216-5520.

* MISSOURI MOTOCROSS - Spinning Wheels Promotions, Ragged Edge Raceways, Neelyville. Info: 573/686-4441.

* NEVADA MOTOCROSS - Las Vegas Motocross Club, New Las Vegas Motor Speedway, gate one, Las Vegas. Info: 702/565-7876.

* NEVADA MOTOCROSS - Nevada MX Development, Stead/Lemon Valley MX, Stead. Info: 702/322-4311.

* NEVADA MOTOCROSS - NMXD, Stead MX Track, Rnd 3, Sandmaster Series, Reno. Info: 702/322-4311.

* NEW JERSEY MOTOCROSS - AMA/Powerline Park, New Egypt Speedway, New Egypt. Info: 732/752-7305.

NEW YORK MOTOCROSS - ACE Motocross/AMA/MSC/District 34 Championship Point Series, Modena. Info: 914/463-2093.

* NEW YORK MOTOCROSS - WNYSC, Frozen Ocean Motocross Park Inc., Auburn. Info: 315/784-5466 or 784-5517.

* NORTH CAROLINA MOTOCROSS - N.A.M.E Series, Rolling Hills Cycle Park, Reidsville. Info: 910/342-4492.

* NORTH CAROLINA MOTOCROSS - Daniels Ridge SX, Taylorsville. Info: 704/758-4342.

OHIO MOTOCROSS - CRA Fall Series, Amherst Meadowlarks MC. Info: 216/988-9100.

* OHIO HARE SCRAMBLES - Fallen Timbers Hare Scrambles, Delta Raceway, Delta. Info: 313/241-1600 or 419/822-3006.

* OHIO MOTOCROSS - Pro-Moto Promotions, Hamilton County Fairgrounds, Cincinnati. Info: 513/561-0469.

OHIO HARE SCRAMBLES - Mansfield Motorcycle Club, Cookton Grange Road, Mansfield. Info: 419/774-0430.

* OKLAHOMA CROSS COUNTRY - OCCRA/Oklahoma Cross Country Racing Association, Stillwater. Info: 405/390-5227.

PENNSYLVANIA MOTOCROSS - AMA/District 5 State MX Championship, Pleasure Valley Raceway. Info: 814/536-1845.

PENNSYLVANIA HARE SCRAMBLES - AMA/District 6, Flying Dutchmen Motorcycle Club Inc., Pine Grove. Info: 717/345-6340.

PENNSYLVANIA POKER RUN - Pagoda Motorcycle Club, Birdsboro. Info: 610/582-3717.

VIRGINIA CROSS COUNTRY - Grand National Cross Country, Racer Productions Inc., River Bottom, Alton. Info: 304/284-0084.

WASHINGTON ENDURO - Cowbell Enduro Northwest Motorcycle Association Enduro Series/Mount Baker MC, Bellingham. Info: 360/734-0492.

* WASHINGTON MOTOCROSS - CMC/Squisher Racing, Horn Rapids ORV, Richland. Info: 509/837-3595.

Oct 30-31

MARYLAND MOTORCYCLE SWAP MEET - Biketoberfest, Jam-On Productions, Flagler County Fairgrounds. Info: 301/336-2100.

Oct 31-Nov 2

FLORIDA MOTORCYCLE SHOW - J&P Promotions, 2nd annual Motorcycle Parts & Ride-In Bike Show, west parking lot of Daytona Ocean Center, Daytona Beach. Info: 319/462-6011.

Fri, Oct 31

* DELAWARE SHORT TRACK - Delaware Motorsports, Seaford Speedway, Seaford. Info: 302/422-8661.

* FLORIDA DIRT TRACK - Florida Dirt Track Riders, Orange County Raceway, Orlando. Info: 904/451-1026.

FLORIDA HALLOWEEN MOTORCYCLE FEST - Sal Ramos Express, First Turn Lounge New Tech Cycle, Popano Pats, Daytona Beach. Info: 904/788-5434.

GEORGIA MOTOCROSS - Thunder Creek MX, High Falls, Jackson. Info: 912/994-6630.

Nov 1-2

CALIFORNIA GRAND PRIX - AMA/District 37, Prospectors MC, Hungry Valley, Gorman. Info: 310/322-3612.

* CALIFORNIA MOTOCROSS - White Brothers World Vet Championships, Glen Helen Raceway, San Bernardino. Info: 909/880-3090 or 714/692-3404.

CALIFORNIA ENDURO/SEMINAR - District 36, Hayward MC 51st annual Cowbell Enduro, Middle Creek Camp, Upper Lake. Info: 510/828-7518 or 510/471-0907.

CALIFORNIA DUAL SPORT RIDE - AMA/District 37, Countdown "Death Valley 400," Dow Villa Motel, Lone Pine. Info: 818/348-8381.

MARYLAND MOTORCYCLE SWAP MEET - Biketoberfest, Jam-On Productions, Flagler County Fairgrounds. Info: 301/336-2100.

NEVADA GRAND PRIX - Jackrabbits MC, MRAN, Beatty. Info: 702/399-7352.

* OHIO HARE SCRAMBLES - AMA/Action Sports Promotion Inc., Albany. Info: 614/594-6686.

OREGON POKER RUN - Halloween Poker Run, Night Race, Millican MX, Bend. Info: 541/389-0088 or 541/383-4195 or 503/639-0740.

SOUTH CAROLINA MOTOCROSS - Victory Sports Racing, Tecnosel Carolina Ultra Series, Camp Coker MX, Society Hill. Info: 423/323-5497.

Sat, Nov 1

CALIFORNIA MOTOCROSS - Racing Enterprises, Carlsbad Raceway, Carlsbad. Info: 619/484-1441.

* CALIFORNIA INDOOR DIRT TRACK - The Barn-Burner Series, Night Race, Santa Clara County Fairgrounds. Info: 408/374-4298.

FLORIDA MOTOCROSS - Dade City Raceway, Rnd 20, Dade City.

* FLORIDA SUPERCROSS - Northeastern Supercross Raceway, Night Race Under the Lights, Clay Track, races every other Saturday, MacClenny. Info: 904/387-4911 - Call before you haul.

* FLORIDA MOTOCROSS - South Florida Sports Committee, Pepsi Air Dania MX Park, Night Race, Fort Lauderdale. Info: 954/321-9422.

* FLORIDA DIRT TRACK - Florida Dirt Track Riders, Orange County Raceway, Orlando. Info: 904/451-1026.

LOUISIANA DIRT TRACK - Swampland Raceway, Grand Prairie. Info: 318/363-3734 or 318/363-3371.

OHIO MOTOCROSS - AMA/District 11, Shannon King Dirt Country, Blanchester. Info: 513/625-7350.

Sun, Nov 2

* ALABAMA MOTOCROSS - Alabama Fall Series, Chandler Mountain MX Park, Steele. Info: 205/681-8317.

CALIFORNIA MOTOCROSS - Los Angeles County Raceway, CRC, Sponsorship Series, Palmdale. Info: 805/272-8889.

CALIFORNIA MOTOCROSS - Marysville Motocross, Riverfront Park, Marysville. Info: 916/695-2727.

CALIFORNIA HARE SCRAMBLES - AMA/District 36, Dirt Diggers North M/C Inc., Prairie City SVRA, Rancho Cordova, Sacramento. Info: 916/989-6998 or 1-800-Hangtown.

* CALIFORNIA MOTOCROSS - GFI North Fall Series, Hollister. Info: 209/673-8080.

FLORIDA RIDE AND BIKE SHOW - J&P Promotions, Boardwalk Ride, straight down Main Street, Daytona Beach. Info: 319/462-6011.

* FLORIDA MOTOCROSS - FTR Motocross Championship Series, Motocross of Marion County, Reddick. Info: 352/591-2050 or 941/591-2790.

* FLORIDA MOTOCROSS - Double A Promotions, North Florida Raceway, Jacksonville. Info: 904/268-2223.

IOWA ENDURO - Iowa Enduro Racing Association, Morrison. Info: 815/772-4259.

IOWA OBSERVED TRIALS - AITRA, Amboy Trail Ranch, Newton. Info: 515/792-0207.

* KANSAS MOTOCROSS - Dragoon MX, Lyndon. Info: 913/828-3100 or 913/842-8272.

* KENTUCKY MOTOCROSS - Thorobred Series, Bluegrass Sports, Bluegrass Motocross Park, Clay City. Info: 606/744-5916.

MARYLAND HARE SCRAMBLES - Antietam Motorcycle Club, AMA/District 7, Howell Road, Hagerstown. Info: 301/797-8686 or 301/797-1607.

* MARYLAND MOTOCROSS - AMA/Districts 7&13, Budds Creek MX Park, Budds Creek. Info: 301/475-2000.

* MISSOURI MOTOCROSS - Timberland MX Raceways, Poplar Bluff. Info: 573/686-4187.

* NEW JERSEY MOTOCROSS - AMA/Powerline Park, New Egypt Speedway, New Egypt. Info: 732/752-7305.

NEW JERSEY DUAL SPORT POKER RUN - AMA, ECEA, Motorcycle Competition Inc., Palintine Gun Club, Warren Grove. Info: 609/758-8222.

NEW YORK MOTOCROSS - AMA/MSC/District 34, Fall Series, Diamondback Motocross, Modena. Info: 914/795-5697 or 914/565-3651.

* NORTH CAROLINA MOTOCROSS - Daniels Ridge SX, Taylorsville. Info: 704/758-4342.

* OHIO HARE SCRAMBLES - Fallen Timbers Hare Scramble Series, MRA, Delta Raceway, Delta. Info: 313/241-1600 or 419/822-3006.

* OKLAHOMA MOTOCROSS - Pro-Circuit Regional Fall Classic, Rnd 3, Ponca City. Info: 405/762-3635 or 405/762-5502.

OKLAHOMA ENDURO - Black Jack Enduro Circuit, Texas State Championship Enduro Circuit, Oklahoma Dirt Riders, Lake Draper, Oklahoma City. Info: 405/769-3328.

* PENNSYLVANIA MOTOCROSS - AMA/Hurricane Hills Sports Center Inc., Clifford. Info: 717/222-9290.

SOUTH CAROLINA MINI ROAD RACING - Smoky Mountain Mini Road Racing Association, Palmetto Supertrack, Elgin. Info: 704/531-2797.

* TENNESSEE MOTOCROSS - TNT MX Park, Milan. Info: 901/987-3029 or 987-9633.

* TENNESSEE HARE SCRAMBLES - Mid-South Winter Hare Scrambles Series, Hohenwald. Info: 615/859-0873.

VIRGINIA HARE SCRAMBLES - VCHSS, Surry 100, Surry. Info: 757/255-4620.

* VIRGINIA MOTOCROSS - U.S. Eastern Pro-Am Fall Series, AMA/District 13, Birch Creek Motorsports Inc., Actiontown Motocross Park, Dillwyn. Info: 804/724-4392 or 836-0710.

WASHINGTON POKER RUN - Northwest Motorcycle Association Poker Run Series/Bremerton Cruisers MC, Tahaya Forest, Belfair. Info: 360/692-8936.

* WASHINGTON MOTOCROSS - CMC/Squisher Racing, Horn Rapids ORV, Richland. Info: 509/837-3595.

Nov 7-9

* NEVADA ARENACROSS - CMC/On Trac Events, West Coast Arenacross Challenge, MGM Grand Gardens, Las Vegas. Info: 702/267-4392.

Nov 8-9

ARIZONA MOTOCROSS - AMX Grand Canyon State Championship/CMC Copper State Classic, Rnd 5, Ocotillo, Eloy. Info: 520/634-6133.

* ARIZONA MOTOCROSS - Cerbat Motosport Club, New National Style Track, Kingman. Info: 520/757-7438.

* CALIFORNIA GRAND PRIX - GFI Racing, Elsinore Grand Prix, Elsinore. Info: 909/653-4042.

CALIFORNIA DUAL SCRAMBLES - Best of the West Series, Dual European Scramble, So. Cal. MC, Hodge Road, Stoddard Valley, Barstow. Info: 818/787-1142.

NEVADA DUAL SPORT - Team Dual Dogs, Stateline 300, KTM California Dual Sport Series. Info: 818/701-1913.

* TEXAS MOTOCROSS - Pro-Circuit Regional Fall Classic, Rnd 4, Lake Whitney Motocross, Whitney. Info: 254/694-4271.

Sat, Nov 8

CALIFORNIA DUAL EURO SCRAMBLES - AMA/District 37, Barstow. Info: 310/376-1329.

CALIFORNIA MOTOCROSS - Racing Enterprises, Carlsbad Raceway, Carlsbad. Info: 619/484-1441.

* CALIFORNIA INDOOR DIRT TRACK - The Barn-Burner Series, Night Race, Santa Clara County Fairgrounds. Info: 408/374-4298.

FLORIDA MOTOCROSS - Dade City Raceway, Night MX, Dade City.

* FLORIDA MOTOCROSS - South Florida Sports Committee, Pepsi Air Dania MX Park, Night Race, Fort Lauderdale. Info: 954/321-9422.

Sun, Nov 9

* ALABAMA MOTOCROSS - Alabama Fall Series, Iron Man MX Park, Warrior. Info: 205/663-0963.

ARIZONA ROAD RIDE - Pediatric Brain Tumor Foundation of the United States, Ride for Kids, Phoenix. 704/665-6891.

CALIFORNIA ROUGH SCRAMBLES - RS Racing Central California Championship Series, Rnd 11, Madera Fairgrounds, Madera. Info: 209/661-0706.

CALIFORNIA DUAL EURO SCRAMBLES - AMA/District 37, Barstow. Info: 310/376-1329.

CALIFORNIA MOTOCROSS - Edwards AFB, CRC, Sponsorship Series. Info: 805/272-8889.

* CALIFORNIA MOTOCROSS - Phillipsville MX, Phillipsville. Info: 707/943-3029 or 707/923-2280.

* CALIFORNIA MOTOCROSS - CMMC/Wildcat Canyon Road, Race 18, Barona Oaks. Info: 619/752-8252.

CALIFORNIA MOTOCROSS - 1997 AMP California Octoberfest Series, Rnd 3, Hollister Hills GP Track, Hollister. Info: 209/656-9682.

* CALIFORNIA MOTOCROSS - Cycleland Speedway, Chico. Info: 916/342-0063.

CALIFORNIA DUAL SPORT - AMA/Merced Dirt Riders, Wal-Mart Parking Lot, Sonora. Info: 209/526-3957.

* FLORIDA MOTOCROSS - 10th annual SE Regional Championship, Motocross of Marion County, Reddick. Info: 352/591-2050.

GEORGIA MOTOCROSS - AMA annual Georgia MX Championship Series, Rnd 10, AMA/Echeconnee MX, Echeconnee MX Club, Macon. Info: 912/788-8227.

INDIANA HARE SCRAMBLES - Stoney Lonesome MC, Columbus. Info: 812/342-4411.

* INDIANA HARE SCRAMBLES - Mid-South Winter Hare Scrambles Series, Lynneville. Info: 615/859-0873.

* MARYLAND MOTOCROSS - AMA/Districts 7&13, Budds Creek MX Park, Budds Creek. Info: 301/475-2000.

NEVADA MOTOCROSS - Las Vegas Motocross Club, New Las Vegas Motor Speedway, gate one, Las Vegas. Info: 702/565-7876.

* NEVADA MOTOCROSS - Nevada MX Development, Rnd 4, Stead/Lemon Valley MX Track, Reno. Info: 702/322-4311.

* NEW JERSEY MOTOCROSS - AMA/Powerline Park, New Egypt Speedway, New Egypt. Info: 732/752-7305.

NEW YORK MOTOCROSS - AMA/MSC/District 34 Fall Series, Walden Playboys MX, Wallkill. Info: 914/561-2126.

NEW YORK HARE SCRAMBLES - Netra Championship Series, Tri-State Motorcycle Club, Lembo Lake Park, Modena. Info: 914/566-4956.

* NORTH CAROLINA MOTOCROSS - Dirtworld Promotions and AMC Sanctioned, Montrose MX, Raeford. Info: 919/554-4467.

* NORTH CAROLINA MOTOCROSS - Daniels Ridge SX, Taylorsville. Info: 704/758-4342.

OHIO HARE SCRAMBLES - Sunset Ramblers, Motorcycle Club of Galion. Info: 419/562-6931.

OHIO ENDURO - AMA/Athens Motorcycle Club, District 11, Athens. Info: 614/592-1692 or 592-6641.

* OKLAHOMA HARE SCRAMBLES - OCCRA, Oklahoma Cross Country Racing Association, Tracks Across Oklahoma, Norman. Info: 405/366-1051.

* PENNSYLVANIA MOTOCROSS - AMA/Hurricane Hills Sports Center Inc., Clifford. Info: 717/222-9290.

TEXAS VINTAGE MOTOCROSS - Texas/AHRMA Vintage Iron Fall Series, Highlands. Info: 281/679-5764.

* WASHINGTON HARE SCRAMBLES - AMA National Hare Scrambles, Team Crutch, Seattle International Raceway, Kent. Info: 425/836-8669.

Nov 14-16

* CALIFORNIA ARENACROSS - CMC/On Trac Events, West Coast Arenacross Challenge, Cow Palace, San Francisco. Info: 702/267-4392.

Nov 15-16

ARIZONA MOTOCROSS - AMX Grand Canyon State Championship/CMC Copper State Classic, Rnd 6, Speedworld, Phoenix. Info: 520/634-6133.

CALIFORNIA ROAD RACE - Willow Springs Motorcycle Club, Willow Springs International Raceway, Rnd 11, Rosamond. Info: 805/256-1234.

OREGON MOTOCROSS - Millican MX Grand Prix, Rnds 5 & 6, Gold Cup Series, Bend. Info: 541/389-0088 or 541/383-4195.

Sat, Nov 15

CALIFORNIA MOTOCROSS - Racing Enterprises, Carlsbad Raceway, Carlsbad. Info: 619/484-1441.

* CALIFORNIA INDOOR DIRT TRACK - The Barn-Burner Series, Night Race, Santa Clara County Fairgrounds. Info: 408/374-4298

FLORIDA MOTOCROSS - Dade City Raceway, Night MX, Dade City.

* FLORIDA SUPERCROSS - Northeastern Supercross Raceway, Night Race Under the Lights, Clay Track, races every other Saturday, MacClenny. Info: 904/387-4911 - Call before you haul.

* FLORIDA MOTOCROSS - South Florida Sports Committee, Pepsi Air Dania MX Park, Night Race, Fort Lauderdale. Info: 954/321-9422.

* GEORGIA ARENACROSS - Dixie MC Sports, Dalton Fairgrounds, Dalton. Info: 912/788-0413.

* OKLAHOMA INDOOR DIRT TRACK - Vintage Dirt Track Racers Association, Total Performance Racing, McClain County Expo, Purcell. Info: 918/836-6999.

Sun, Nov 16

* ALABAMA MOTOCROSS - Tuskegee Motocross Park, Tuskegee. Info: 334/297-1894.

CALIFORNIA VINTAGE MOTOCROSS - VMA State Championship Series, Vintage and EVO, Hanford Fairgrounds, Hanford. Info: 209/661-0706.

CALIFORNIA ENDURO - AMA/District 37, CCMA, Ballinger. Info: 310/376-1329.

CALIFORNIA GRAND PRIX - Glen Helen Sponsorship Series Wild Turkey, San Bernardino. Info: 805/272-8889.

CALIFORNIA DESERT RACE - The Cycle Parts West Notorious Dawg 3-Hour Team Race, Axel Racing, Kids Minibike Race, District 38, Yuha. Info: 619/427-5759.

CALIFORNIA MOTOCROSS - 1997 AMP California Octoberfest Series, Rnd 4, Carnegie Cycle Park. Info: 209/656-9682.

CALIFORNIA DUAL SPORT RIDE - AMA/District 37, Malcolm Smith Motorsports, Riverside. Info: 909/687-1300.

* CALIFORNIA MOTOCROSS - AHRMA/Vintage MX, Lemon Grove MX Park, Piru. Info: 805/521-0808.

CALIFORNIA ENDURO - AMA/District 36&37, CCMA, Ballinger Canyon, Cuyama. Info: 805/462-3024.

* FLORIDA MOTOCROSS - Double A Promotions, North Florida Raceway, Jacksonville. Info: 904/268-2223.

* MARYLAND MOTOCROSS - AMA/Districts 7&13, Budds Creek MX Park. Info: 301/475-2000.

* MISSOURI MOTOCROSS - Timberland MX Raceways, Poplar Bluff. Info: 573/686-4187.

* NEW JERSEY MOTOCROSS - AMA/Powerline Park, New Egypt Speedway, New Egypt. Info: 732/752-7305.

* NORTH CAROLINA MOTOCROSS - Daniels Ridge SX, Taylorsville. Info: 704/758-4342.

OKLAHOMA INDOOR DIRT TRACK - Total Performance Racing, Cedar Springs Arena, Mustang. Info: 918/836-6999.

OHIO HARE SCRAMBLES - 12th annual Toys for Tots Turkey Run, Proffer Promotions & U.S. Marines, CRC, Big Valley, East Palestine. Info: 330/538-2220.

PENNSYLVANIA PARTS SHOW - J&P Promotions, 2nd annual Motorcycle Parts Extravaganza, York Fairgrounds, west wings of Memorial Hall. Info: 319/462-6011.

* VIRGINIA FLAT TRACK - AMA Virginia Flat Track State Championship Series, Birch Creek Motorsports Park, Danville. Info: 804/836-0710 or 724-4392.

* VIRGINIA MOTOCROSS - U.S. Eastern Pro-Am Fall Series, AMA/Birch Creek Motorsports Inc., Birch Creek Motorsports Park, Danville. Info: 804/724-4392 or 836-0710.

Nov 21-23

* NEVADA ARENACROSS - CMC/On Trac Events, West Coast Arenacross Challenge, Reno Livestock Events Center, Reno. Info: 702/267-4392.

* OHIO ARENACROSS - AMA/Action Sports Promotions Inc., Hara Arena, Dayton. Info: 614/594-6686.

Sat, Nov 22

CALIFORNIA MOTOCROSS - Racing Enterprises, Carlsbad Raceway, Carlsbad. Info: 619/484-1441.

* CALIFORNIA INDOOR DIRT TRACK - The Barn-Burner Series, Night Race, Santa Clara County Fairgrounds. Info: 408/374-4298.

FLORIDA MOTOCROSS - Dade City Raceway, Rnd 21, Dade City.

* FLORIDA MOTOCROSS - South Florida Sports Committee, Pepsi Air Dania MX Park, Night Race, Fort Lauderdale. Info: 954/321-9422.

* NEVADA MOTOCROSS - Masters, 25 +, Sportsmen Race, Las Vegas Motocross Club, New Las Vegas Motor Speedway, gate one, Las Vegas. Info: 702/565-7876.

* OKLAHOMA INDOOR DIRT TRACK - Total Performance Racing, Bed Rock Arena, Glen Pool. Info: 918/836-6999.

WASHINGTON POKER RUN - NMA Benefit Poker Run, Northwest Motorcycle Association Poker Run Series, Shelton Fairgrounds, Shelton. Info: 206/774-1454.

Sun, Nov 23

* ALABAMA MOTOCROSS - Alabama Fall Series, Kilpatrick Motocross, Albertville. Info: 205/561-3495.

CALIFORNIA ROUGH SCRAMBLES - RS Racing Central California Championship Series, Rnd 12, Madera Fairgrounds, Madera. Info: 209/661-0706.

CALIFORNIA MOTOCROSS - Los Angeles County Raceway, Sponsorship Series, Palmdale. Info: 805/272-8889.

* CALIFORNIA MOTOCROSS - CMMC/Wildcat Canyon Road, Race 19, Barona Oaks. Info: 619/752-8252.

CALIFORNIA MOTOCROSS - 1997 AMP California Octoberfest Series, Final Round, Oatfield Raceway, Turlock. Info: 209/656-9682.

* CALIFORNIA MOTOCROSS - Cycleland Speedway, Chico. Info: 916/342-0063.

* CALIFORNIA MOTOCROSS - 2nd annual Christmas Series, Rnd 1, Lemon Grove MX Park, Piru. Info: 805/521-0808.

CALIFORNIA ENDURO - Richmond Ramblers AMA, District 36, Stonyford. Info: 510/741-1147.

* KENTUCKY HARE SCRAMBLES - Mid-South Winter Hare Scrambles Series, Fordsville. Info: 615/859-0873.

* NEVADA MOTOCROSS - Las Vegas Motocross Club, New Las Vegas Motor Speedway, gate one, Las Vegas. Info: 702/565-7876.

* NEVADA MOTOCROSS - Over The Hill Gang, Rnd 5, Fernley International Raceway, Fernley. Info: 702/322-4311.

* NEW JERSEY MOTOCROSS - AMA/Powerline Park, New Egypt Speedway, New Egypt. Info: 732/752-7305.

* NORTH CAROLINA MOTOCROSS - Dirtworld Promotions and AMC Sanctioned, Montrose MX, Raeford. Info: 919/554-4467.

* NORTH CAROLINA MOTOCROSS - Daniels Ridge SX, Taylorsville. Info: 704/758-4342.

* OKLAHOMA HARE SCRAMBLES - OCCRA/Oklahoma Cross Country Racing Association, Ardmore. Info: 405/366-1051.

TEXAS VINTAGE MOTOCROSS - Texas/AHRMA Vintage Iron Fall Series, Swan. Info: 281/679-5764.

Nov 24-29

FLORIDA WINTER NATIONAL OLYMPICS - World Sports Winter National Olympics, St. Petersburg. Info: 813/823-2090.

Wed, Nov 26

CALIFORNIA HARE & HOUND - AMA/District 37, Desert Viper, Barstow. Info: 310/376-1329.

Nov 28-29

CALIFORNIA DUAL SPORT RIDE - AMA/District 37, LA-Barstow to Vegas, Bert's MC Mall, Azusa. Info: 818/249-2141.

Nov 29-30

ARIZONA MOTOCROSS - Final Round, AMX Grand Canyon State Championship/CMC Copper State Classic, Rnd 7, Verde Valley Motorplex, Cottonwood. Info: 520/634-6133.

Sat, Nov 29

* CALIFORNIA SPEEDWAY - International Speedway, Speedway/Pro-Am 600/Sidecars, Imperial Valley Fairgrounds Speedway. Info: 714/492-9933.

CALIFORNIA MOTOCROSS - Racing Enterprises, Carlsbad Raceway, Carlsbad. Info: 619/484-1441.

FLORIDA MOTOCROSS - Dade City Raceway, Night MX, Dade City.

* FLORIDA SUPERCROSS - Northeastern Supercross Raceway, Night Race Under the Lights, Clay Track, races every other Saturday, MacClenny. Info: 904/387-4911 - Call before you haul.

* FLORIDA MOTOCROSS - South Florida Sports Committee, Pepsi Air Dania MX Park, Night Race, Fort Lauderdale. Info: 954/321-9422.

* OHIO HARE SCRAMBLES - World Championship, AMA/Action Sports Promotions Inc., Athens. Info: 614/594-MOTO.

Sun, Nov 30

CALIFORNIA GRAND PRIX - SRA/Grand Prix, Glen Helen, San Bernardino. Info: 714/957-2985.

CALIFORNIA MOTOCROSS - Los Angeles County Raceway, Trophy Series, Palmdale. Info: 805/272-8889.

* CALIFORNIA MOTOCROSS - 2nd annual Christmas Series, Rnd 2, Lemon Grove MX Park, Piru. Info: 805/521-0808.

* MARYLAND MOTOCROSS - AMA/Districts 7&13, Budds Creek MX Park. Info: 301/475-2000.

MINNESOTA PARTS SHOW - J&P Promotions, 10th annual Motorcycle Parts Extravaganza, St. Paul Civic Center. Info: 319/462-6011.

* NEW JERSEY MOTOCROSS - AMA/Powerline Park, New Egypt Speedway, New Egypt. Info: 732/752-7305.

* NEW YORK SCRAMBLES - AMA, Square Deal Riders MC, SDR Raceway, Harpursville. Info: 607/775-0770 or 693-2634.

* NORTH CAROLINA MOTOCROSS - Dirtworld Promotions and AMC Sanctioned, Montrose MX, Raeford. Info: 919/554-4467.

* NORTH CAROLINA MOTOCROSS - Daniels Ridge SX, Taylorsville. Info: 704/758-4342.

* TEXAS MOTOCROSS - Pro-Circuit Regional Fall Classic, Rnd 5, Village Creek MX Park Inc., Fort Worth. Info: 817/572-7713.

WASHINGTON HARE SCRAMBLES - Nasty Wench Hare Scrambles Northwest Motorcycle Association Off-road Series/Team Crutch, Seattle International Raceway, Kent. Info: 360/793-3264.

Thur, Dec 4

CALIFORNIA HARE SCRAMBLES - AMA/District 37, Dirt Diggers, Red Mountain. Info: 310/376-1329.

Dec 5-7

* OHIO ARENACROSS - AMA/Action Sports Promotions Inc., Expo Center Coliseum at the Ohio State Fairgrounds, Columbus. Info: 614/594-6686.

Fri, Dec 5

CALIFORNIA INDOOR SWAP MEET - Inter Shows Promotions, Indoor MC Swap Meet Series, Orange County Fairgrounds, Costa Mesa. Info: 714/364-2542.

* OHIO ARENACROSS - AMA/Action Sports Promotions Inc., Ohio Expo Center, Ohio State Fairgrounds, Columbus. Info: 614/594-MOTO.

Dec 6-7

CALIFORNIA SUPER TT - Buttonwillow Raceway, Buttonwillow Raceway Park, Buttonwillow. Info: 805/764-5333.

* FLORIDA ROAD RACE - CCS/Homestead Motorsports Complex, Homestead. Info: 561/793-3394.

Sat, Dec 6

* CALIFORNIA MOTOCROSS - CMMC/Wildcat Canyon Road, Race 20, Barona Oaks. Info: 619/752-8252.

* CALIFORNIA INDOOR DIRT TRACK - The Barn-Burner Series, Night Race, Santa Clara County Fairgrounds. Info: 408/374-4298.

FLORIDA MOTOCROSS - Dade City Raceway, Night MX, Dade City.

* FLORIDA MOTOCROSS - South Florida Sports Committee, Pepsi Air Dania MX Park, Night Race, Fort Lauderdale. Info: 954/321-9422.

* OHIO ARENACROSS - AMA/Action Sports Promotions Inc.. Ohio Expo Center State Fairgrounds, Columbus. Info: 614/594-MOTO.

Sun, Dec 7

CALIFORNIA GRAND PRIX - Racing Enterprises, Christmas GP, Carlsbad Raceway, Carlsbad. Info: 619/484-1441.

CALIFORNIA MOTOCROSS - Edwards AFB, CRC, Trophy Series. Info: 805/272-8889.

CALIFORNIA DESERT RACE - RGR Racings Rudolph's Revenge Desert Grand Prix, District 38, Superstition Mountains. Info: 619/427-5759.

* CALIFORNIA MOTOCROSS - CMMC/Wildcat Canyon Road, Race 21, Barona Oaks. info: 619/752-8252.

* CALIFORNIA MOTOCROSS - 2nd annual Christmas Series, Rnd 3, Lemon Grove MX Park, Piru. Info: 805/521-0808.

* CALIFORNIA MOTOCROSS - CMC/Dave Coupe Promotions, E Street Sand Track, Marysville. Info: 916/673-5956.

CALIFORNIA CYCLE SHOW & SWAP MEET - Long Beach Cycle Show, Long Beach Veterens Stadium, Long Beach. Info: 714/557-1846.

* KENTUCKY HARE SCRAMBLES - Mid-South Winter Hare Scrambles Series, Greenville. Info: 615/859-0873.

* MEXICO MOTOCROSS - Too Much Fun Promotions/La Playa Grand Prix Series, Cantamar, Rosarito, Baja. Info: 011/52-661-22525.

* NEVADA MOTOCROSS - Las Vegas Motocross Club, New Las Vegas Motor Speedway, gate one, Las Vegas. Info: 702/565-7876.

* NEVADA MOTOCROSS - Old Timers, Rnd 6, Fernley International Raceway, Fernley. Info: 702/322-4311.

* NORTH CAROLINA MOTOCROSS - Daniels Ridge SX, Taylorsville. Info: 704/758-4342.

* OHIO ARENACROSS - AMA/Action Sports Promotions Inc., Ohio Expo Center State Fairgrounds, Columbus. Info: 614/594-MOTO.

* OKLAHOMA HARE SCRAMBLES - OCCRA/Oklahoma Cross Country Racing Association, Gruber. Info: 405/366-1051.

TEXAS VINTAGE MOTOCROSS - Texas/AHRMA Vintage Iron Fall Series, Rio Bravo. Info: 281/679-5764.

FREE CALENDAR LISTINGS

Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 498, Long Beach, CA 90801-0498. Calendar listings cannot be accepted over the phone; we must have a complete Calendar listing form. Listings must be received by the close of business on Wednesday for publication in the following week's issue.

Event date: _____

Type of event: _____ Pro Payback: ❑ Yes ❑ No

Event sanction/promoter/sponsoring club: _____

_____

Location of event: _____

_____

City/Town: _____ State: _____

Phone Number (with area code): ( ) _____

Website Address/URL: _____

Your name: _____

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CYCLE NEWS

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WANT ADS

HELP WANTED

Mgr. Trainees / Asst. Mgrs. Needed

Cycle Gear, America's largest global chain of Motorcycle Accessory stores, has several immediate openings available throughout the San Francisco Bay Area. We're an employee owned, growth oriented, company with an excellent compensation, stock options and benefits package. Previous motorcycle industry experience not necessary, a positive attitude is! Invest in your future today. Contact our Human Resources Department today at: (510)236-7384. CA.

Experienced Service Tech. Needed

Excellent benefits, employee owned, stock options, high commissions. Cycle Gear has several immediate openings throughout the San Francisco Bay Area for experienced and trainee positions. Join America's largest global, growth oriented chain of Motorcycle Accessory stores today! Contact our Human Resources Department at: (510)236-7384. CA.

General Manager / Asst. To G.M.

Excellent opportunity !!! Progressive multi-store / brand motorsports dealer is looking for experienced individual for immediate openings in the GM and / or asst. to GM position. Major midwest market location. Excellent salary / bonus, benefits package. All applications held in strictest confidence. Forward resumes etc. Division M, PO Box 498, Long Beach, CA 90801. CA.

EXPERIENCED TECHNICIAN WANTED - motorcycle and PWC Kawasaki - Yamaha of Corpus Christi 2910 SPID, Corpus Christy, TX 78415. Sparkling city by the sea - never ice or snow. Phone (512)852-7368. Fax resumes (512)851-2460. Tuesday through Saturday 9:00am through 6:00pm. TX.

Customer Service

Fast growing performance electronic manufacturer has immediate opening for customer service technician. The ideal candidate will have experience with H-D motorcycles and knowledge of ignition and engine management systems. Good communication, problem solving, and follow - up' skills required. Send or Fax resume with salary history to EEI, 196 University Pkwy, Pomona, CA 91768. Fax: (909)598-5695. CA.

Experience Technician Needed

Harley - Davidson in major southern city seeking an experienced Harley - Davidson technician to join our progressive motorcycle family. Top pay and great benefit package for the right experienced qualified technician. Send resume to Division N, PO Box 498, Long Beach, CA 90801. CA.

Accessory Distributor

Has opening for enthusiastic, self starter, experienced in all forms of motorcycling. Job includes: phone sales, customer service, shipping, receiving, minor prototyping and mechanical work. Must have experience with: computers for inventory control, mechanical knowledge of motorcycles, phone sales. Forward resumes to: Indigo Sports, 207 Banks Station, #617, Fayetteville, GA 30214 or fax (770)719-3888. GA.

Service Tech/Sales/Parts/F&I

Honda Kawasaki Santa Monica. Ask for Edward or Patty. (310)450-4643. CA.

Service Manager

Honda / Suzuki / Sea-Doo dealer in fabulous Las Vegas looking for an exceptional person to lead / manage our very busy service department. Outstanding opportunity for motivated, energetic individual. Excellent working environment with good pay, benefits. Year - round fun. Send resume to GM, Desert Honda Suzuki, 3535 W. Tropicana Avenue, Las Vegas, NV. 89103. (702)795-2000. NV.

Full Time Parts Person

Houston BMW, KTM, Yamaha dealer needs experienced parts person with Lightspeed knowledge. Please call Frank (281)530-9337. TX.

Parts And Service Personnel

Immediate opening. Experience preferred. Will train right person. Corona Yamaha (909)738-8111. CA.

Experienced Salesman!

Immediate opening if you are doer and achiever and strong closer, I want to talk to you! Call Vic at Orange County Suzuki, Costa Mesa, California. Phone (714)646-2428, Fax (714)645-3251. CA.

All Positions Needed

Las Vegas - 27 year old Motorcycle Accessory store still growing! General knowledge of motorcycles preferred for all positions. Fax resume and references. Attention: Lindsay (702)382-6816 or call (800)792-4200. NV.

Sales Manager / Assistant G.M.

Live and work in paradise, excellent opputunity to work in Hawaii's largest and most modern dealership. Fully Lightspeed computerized. We represent Honda Yamaha BMW Ducati Triumph and Sea-Doo. The right person must have strong closing and selling skills, a positive attitude and be enthusiastic. Excellent compensation package including medical, dental, profit sharing, vacation and more. Please fax resume and any other information to (808)833-3278. HI.

Service Technician

Multi-line dealer Suzuki, Kawasaki, jet ski needs experienced mechanic. Excellent pay for the right person. Call Ali (805)254-2929. CA.

Experienced M/C Mechanic Needed

Northern California Yamaha dealership. Good salary and medical. (707)528-1114 or resume PO Box 173 El Verano, CA 95433.CA.

EXPERIENCED SERVICE TECHNICIAN. Yamaha knowledge preferred. Call Ron. (909)987-2411. CA.

Parts Person

Northern California's largest Kawasaki and Yamaha shop needs top notch parts people. Must be a team player, and have a "Customer Comes First Attitude". Fax your application to Dave, (510)537-4283. (510)537-2257. CA.

Harley-Davidson Technician

Number one service department in Hawaii is seeking a self motivated, experienced H-D technician. Minimum 3-5 years dealership experience and P.H.D. training required. Send resume to (808)833-3278 or 3149 N. Nimitz Highway, Honolulu, HI 96819.. HI.

OPPORTUNITY KNOCKS, Watercraft, Motorcycle, ATV, snowmobile huge growing Denver dealership looking for career oriented experienced mechanic. Top wages, good atmosphere and year around employment. Possible relocation allowance for right individual. Fax resume to Roger (303)657-0094. CO.

PRO CIRCUIT IS NOW looking for full time help in the sales, will call, and shipping department. Please contact Jon at Pro Circuit (909)738-8050. CA.

Experienced Parts Manager

Progressive dealership in the Powersports industry seeking manager for their parts and accessories dept. management experience required. Send resume to Teri 7840 Indiana Avenue, Riverside, CA 92504 or Fax (909)689-8503. CA.

Experienced Technician Wanted

Salary or commission pay scale, five major brands sold, constant year round work. Located 1-1/2 hours North of Atlanta, in foothills of mountains. Call for more information. (706)886-5397. GA.

SALES MANAGER POSITION at Northern California Honda, Kawasaki, Suzuki dealer. Great opportunity benefits and friendly atmosphere. Fax resume Roseville Cycle (916)783-0301. CA.

SOUTHERN CALIFORNIA Honda, Kawasaki, Polaris dealer looking for experienced, commissioned mechanics . Call John (818)287-6167. CA.

Sales Person Needed

Top volume Honda, Kawasaki, Sea-Doo dealership in So. California seeks a professional sales representative. Make an investment in yourself at this 20 year location. Great work environment, top commissions, opportunity for advancement. Call Art at (562)945-3494 or fax (562)693-9478. CA.

Experienced Parts Manager

Top volume Honda, Yamaha, watercraft dealership in central California seeks a professional parts representative. Join our fast growing team at this 25 year location. Send resume or contact Rich, Fax (805)238-2637. CA.

Parts Counter Professional

Wanted for award winning Harley-Davidson dealership. We have the nicest customers and live in the best place on earth. P.A.C.E. , H-D.U. and Talon experience a plus. Call Brian or Mary at (805)461-1818. CA.

Service Technician

We need another mechanic. 5 day work week, year round. Watercraft, ATV experience preferred. Plenty of work. Excellent pay for the right person. Established 10 years. References required. Fax (901)285-2078, Phone (901)285-2060. TN.

EXPERIENCED TECHNICIAN and parts person needed for Northern California Honda Yamaha dealer. Call Jeff at Mach 1 Motorsports (707)643-2548. CA.

Service Mgr. & Tech. Needed

Well established multi-line store. 30 years same location. Lines include H-D. 2 years experience a must. Excellent benefits including 401K. 5 day work week. Great weather and riding. Greely, Colorado. Call Carl of Jim (800)955-0255 or fax (970)356-7723. CO.

Outerwear Merchandising Specialist

20 year old Orange County, California based apparel company seeks experienced product development person to manage and merchandise new product area of specialty clothing and accessories division. Job entails interpreting customer design criteria into produceable garments as working as domestic and overseas factory liason. Designs are primarily technical riding apparel and accessories for motorcycles and snowmobiles. Fax salary history and resume to Eric Anderson at (714)258-2515. CA.

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Established Yamaha motorsports and watercraft, Kawasaki, jet ski, and Honda snowblower dealership. Priced for quick sale. Serious inquiries only. Ask of Larry (702)831-0472. NV.

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Yamaha Enduro & MX Parts

1968-1981. http://members.home.net/vintagedirtandtrail. (714)249-7680. CA.

Seeley Frame
(Replica) complete with swingarm, seat, aluminum gas and oil tanks, plus engine mounts for Norton, brand new $3,450. (207)721-1128. ME.

1973 HONDA ELSINORE CR250, vintage MX, race ready, super fast, San Diego area, $895. (619)401-1182. CA.

1973 YAMAHA 500 MX, 1973 Yamaha 360 MX $300. Pair 1976 Kawasaki KT250 trails $500 / offer. (702)753-7606. NV.

1974 HONDA CR125. 1 hour total use. Unrestored, $2,300. (516)265-3995. NY.

1974 HONDA XL350 FLATTRACKER. 3 extra motors, and misc. parts. Good for vintage. $1,200. 1979 250 CR motor. With all new parts $450. (515)771-5495 day, (515)287-7775 evenings. IA.

1974 KX250. MINT. $1,400 neg. (516)265-3995.

1974 YAMAHA RD350, 3,020 original miles, excellent, $1,000 / obo. 1979 Ducati 900GTS, 8,013 original miles, mint, $3,100 / obo. 1981 Honda 750F Supersport, excellent. $2,200 / obo. Bought house, must sell now. (760)934-3447. CA.

1996 MONTESSA 250 LA CROSS, show winner, $3,500. 1969 Sprite 250, mint, $1,700. (760)744-8052. CA.

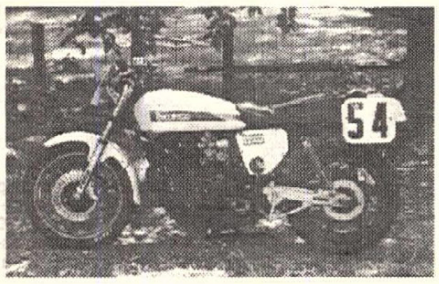
225 VINTAGE MOTOCROSSERS (760)727-6137. CA.

BOYD & STELLING DIRTTRACK frame and swingarm for Ossa 250 motor. $600 firm. (909)681-7550. CA.

BULTACO PARTS FROM 1960'S to 1979. (281)351-0075. TX.

HUSQVARNA PARTS & BIKES. Sell, buy or trade 1966 - 1978. PST. (714)489-5940. CA.

'74 Rickman Honda 750
Low miles. Excellent condition. $5,295 / bo. (716)292-6844. NY.



Vintage Superbike
Original GS-1000 Suzuki. Believed to be Yoshimura. Big - Bore Mikuni's, Cam Pagnola mags, Goodyear slicks, Lockheed. Vintage legal and race - ready. Can deliver to October Daytona. Asking $1,900 or best reasonable offer (732)758-1000 or Fax (732)758-1001. NJ.

Wanted 1973-1975 Kawasaki Z1 900
Please call. 1(800)833-3778. CA.

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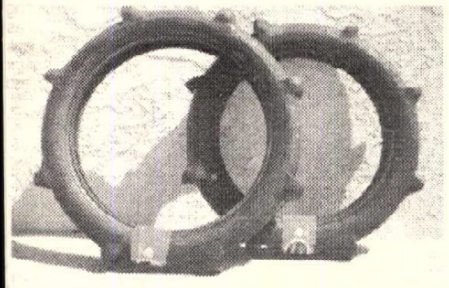

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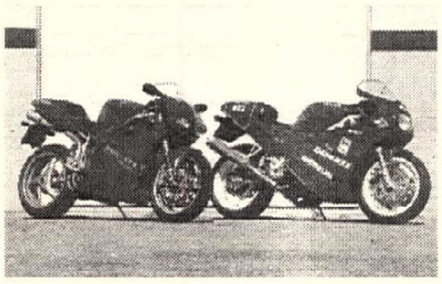

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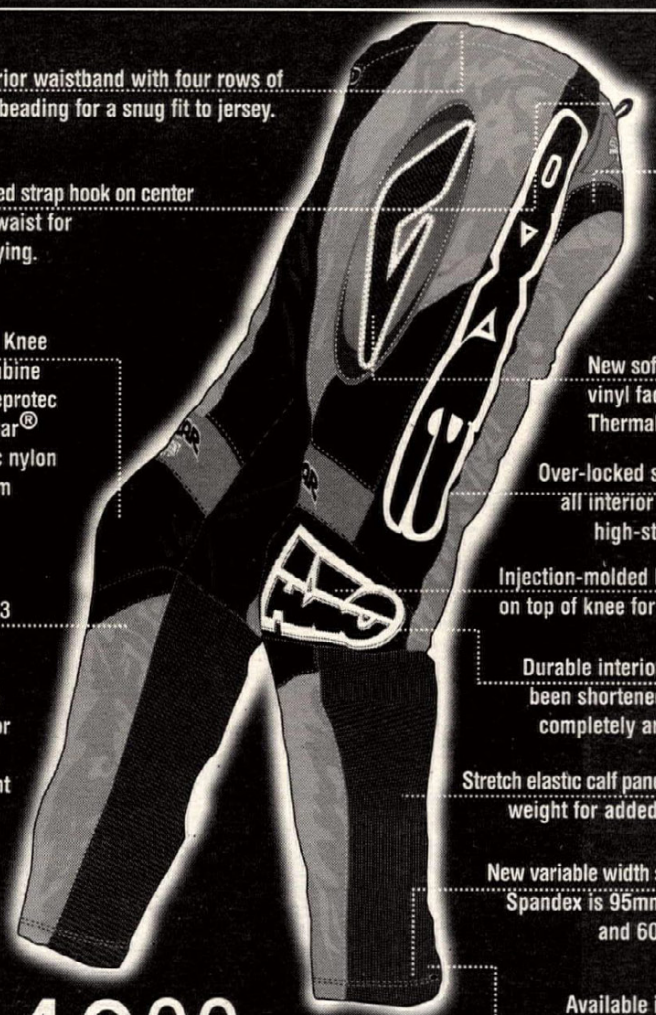

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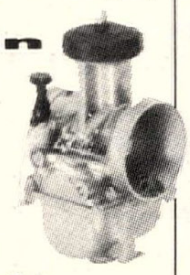

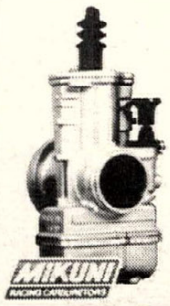

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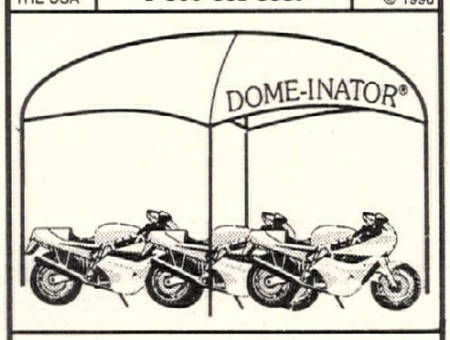

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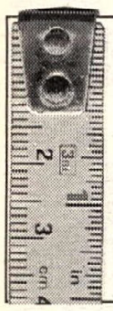

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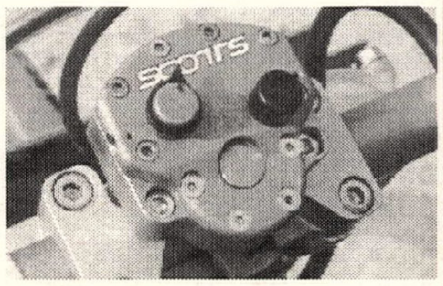

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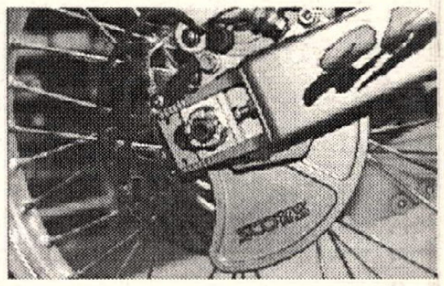

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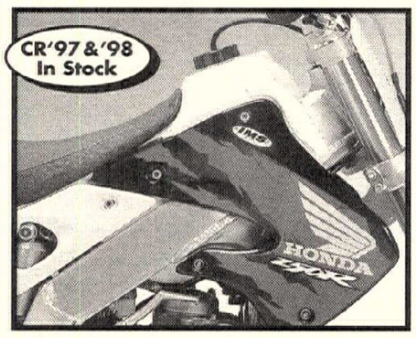

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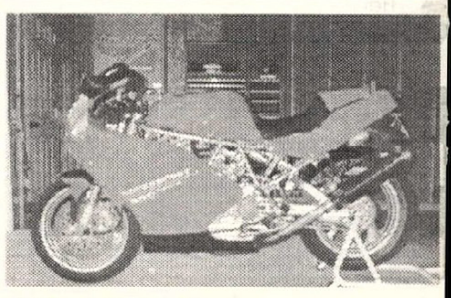

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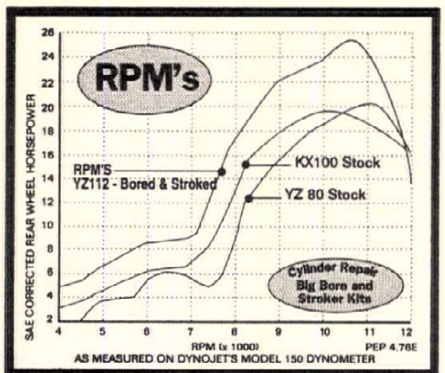

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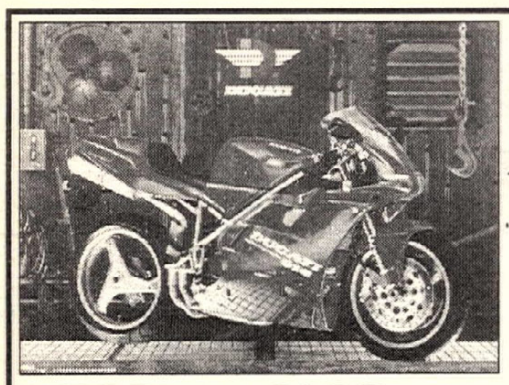

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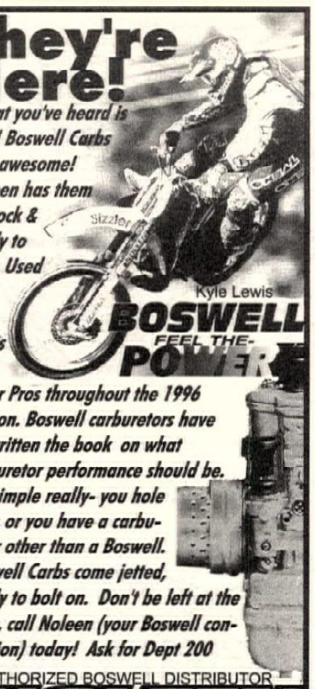

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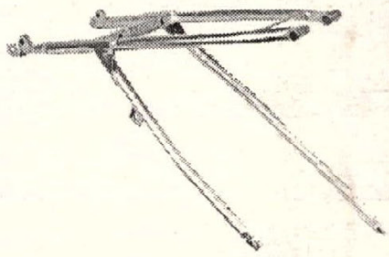

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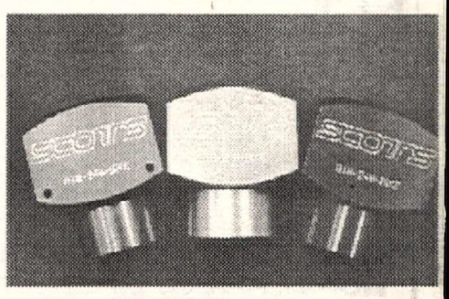

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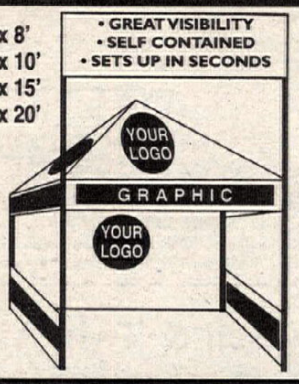

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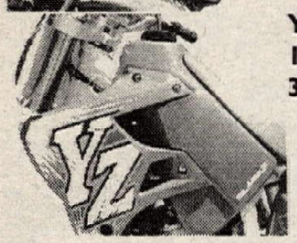

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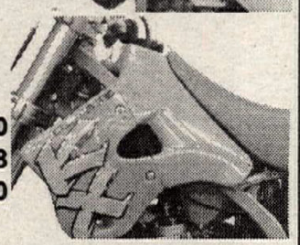

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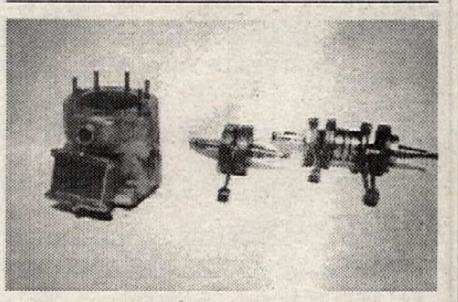

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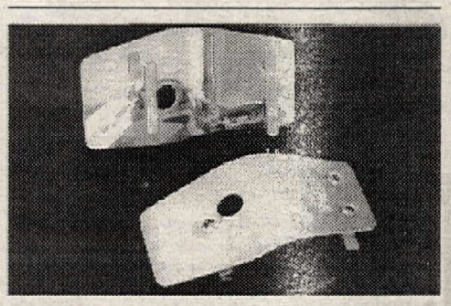

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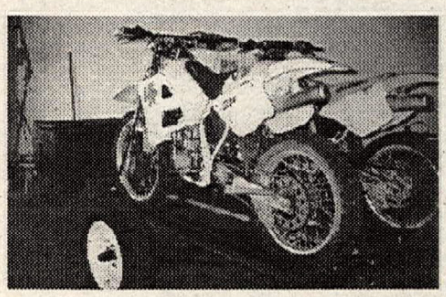

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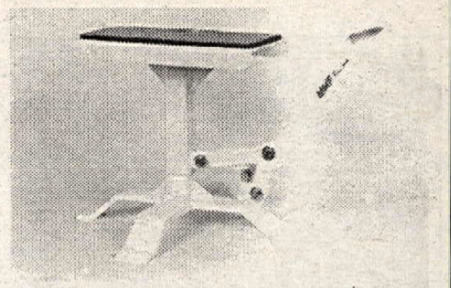

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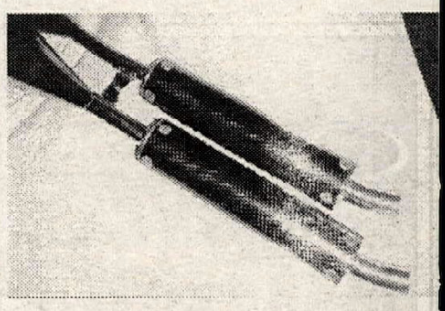

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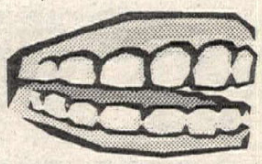

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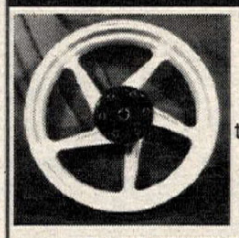

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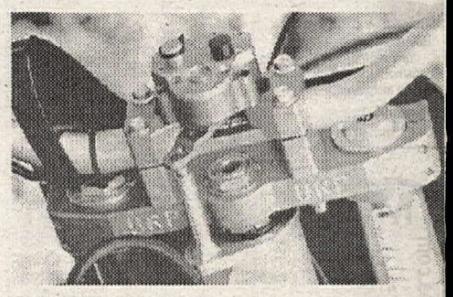

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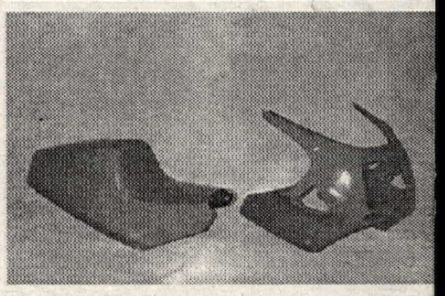

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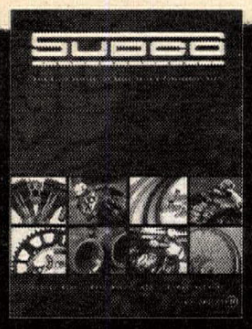

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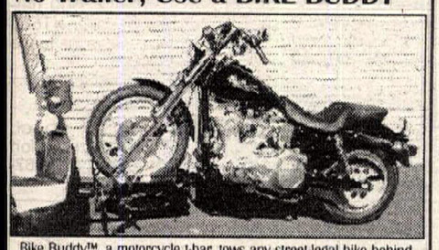

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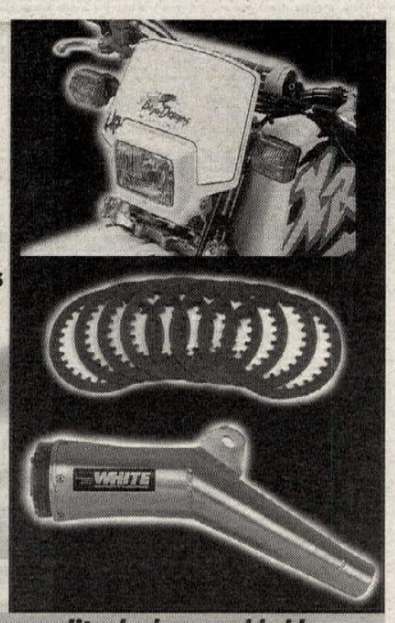

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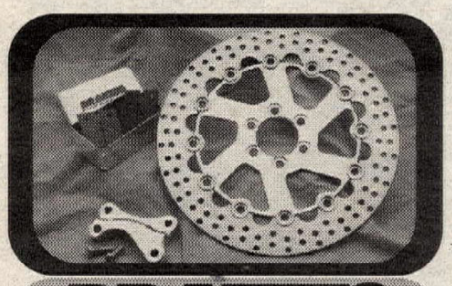

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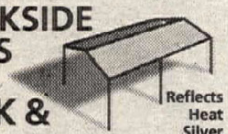

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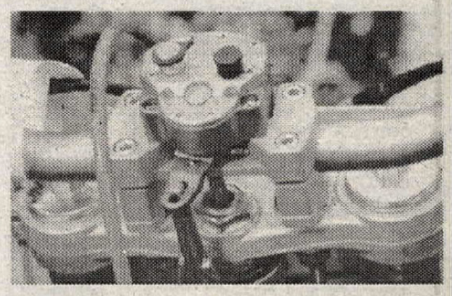

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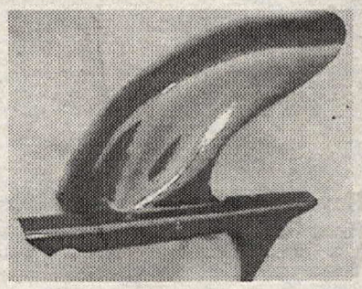

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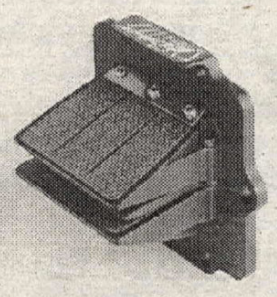

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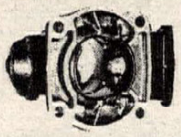

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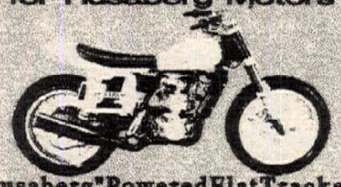

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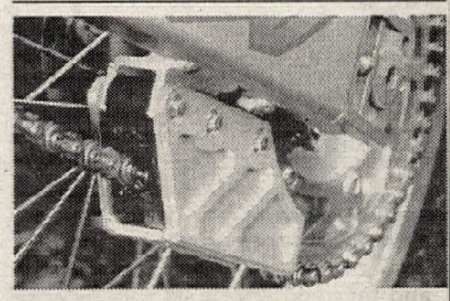

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DAY SIX

BY KIT PALMER

When the opening round of the 1998 AMA Supercross Series rolls around come January 10, there will be plenty of new things to get used to - things like Jeremy McGrath riding a Yamaha, Larry Ward riding a Suzuki and Ezra Lusk riding a Honda. There will also be new teams, colors and bikes. These are all good things. Personally, I like change. Change is good, especially when it's for the better.

However, when it comes to AMA Supercross and National motocross, there is one change I absolutely despise, and it happens every year. Every year the AMA issues new racing numbers to the top 99 riders competing in both the AMA Supercross and outdoor National MX Series, and I for one would like to see riders keep the same numbers throughout their careers once they reach the pro level.

It seems that just when I get to the point where I can memorize just about every rider's number (or at least half of them), the supercross/motocross season ends, and I have to start the memorization process all over again.

I had a tough transition period last season. For example, you don't know how many times I confused Yamaha riders Kevin Windham and John Dowd for about the first three months of the year. Dowd was number seven in 1996, then Windham took Dowd's number for '97. And the Team Yamaha riders basically wore identical riding gear and colors. It also took me forever to get used to Larry Ward being number six after he carried the number-11 plate for two years running. Before that, Jeff Emig wore the number-six plate for two years straight as well, then went to number two. Or how about the time when Mike Kiedrowski took his Kawasaki teammate Mike LaRocco's number seven a few years back, or when Steve Lamson took his Honda teammate Jeff Stanton's number five? Some people, however, will always think of Lamson as being number four, and for good reason, since he carried that number in 1994, '96 and '97. He'll be number 17 in '98.

Wouldn't it be nicer and a lot easier if Steve Lamson just wore the number-four plate throughout his entire career? Or Emig the number-six plate year after year? Except, of course, the years they won their championships in their respective classes - then they could be excused for wearing the number-one plate. The next year, if neither rider wins championships again, they would then go back to their own personal numbers again. End of confusion.

So how does the AMA decide who rides with what number, anyway?

Riders earn points for every race they compete in (in both the AMA Supercross and National Motocross Series), and the AMA, for the most part, bases its next-year's riding numbers on the amount of points each rider accumulated throughout that previous year. That's all fine and dandy, but so what if Greg Albertyn earned the seventh-greatest number of points in both series? What is that really saying? After all, the AMA does not recognize a combined series championship, so the number seven doesn't really mean a whole lot anyway, except, perhaps, that Greg Albertyn had a decent year by earning a lot of points. Albertyn finished out the '97 Supercross series fifth and the outdoor 250cc Nationals eighth. So the number seven, the number he'll be wearing in '98, seems like a good average to me. But, then again, I don't really care about averages unless we're talking baseball.

Also, the system the AMA now uses sometimes means leaving out a number. This year in the AMA Supercross Series, there was no number two issued (even though, of course, someone did finish second in the series the year before); in 1995 there was no number three, and in 1994 there was, again, no rider carrying the number-two plate. Why?

It can get a little confusing, but here is at least one example: Let's say McGrath wins the SX title but finishes fifth in the outdoor National series that same year. If you add up his total points in both series and he finishes second, then he earns the number-two plate for the following year. But when it comes to that year's Supercross series, McGrath, who obviously can't wear two different numbers at the same time, carries the number-one plate in defense of his SX title. Technically, he could carry the number-two plate if he so desired, I guess, since that's what position he finished in the combined series - a series that really doesn't exist. Confused? Don't worry; you're not the only one.

I would like to see the AMA let the riders choose what number they want to wear. Let's say, for example, that Jeremy McGrath earns the most points after the 1998 season; he then should have first pick as to which number (that is, when he's not wearing the number-one plate) he wants to carry for the rest of his active career. The second-place finisher picks next, and so on down the line.

Let's say McGrath chooses the number 11 - for whatever reason - as his own personal number; then he will always be number 11 and, pretty soon, everyone will associate Jeremy McGrath with that number (and vice versa), no matter what kind of motorcycle he's riding, no matter what color gear he's wearing, no matter what series it is - no matter what. This would also be the case for Ezra Lusk, Greg Albertyn, Kevin Windham, Ricky Carmichael or whoever, for whatever number they chose.

It works in dirt track racing. The AMA allows the Grand National Championship regulars to keep the same number year after year. It's almost impossible to image Jay Springsteen *not* carrying the number-nine plate, or Steve Morehead the number-42 plate, or Will Davis the number-21 plate. To me, this is cool. A while back, the AMA toyed with the idea of going to a points system to determine rider numbers in the GNC Series and did so in 1971, assigning numbers based on the rider's 1970 results. The AMA said it thought that this points system would enable spectators to better identify the riders at events, but the AMA was proved wrong. Dirt track fans did not like it one bit - nor did the riders, and the AMA went back to its old way the following year. If they hadn't, Springsteen would now be carrying the number eight (in the 1998 GNC Series), and Morehead nine and Davis two. This just wouldn't be right.

Not only do dirt track racers keep their same numbers, but so do AMA National road racers and GP road racers. Quick, what number was Kevin Schwantz? Thirty-four? You're right. Quick, what number is John Dowd? You say you haven't seen the 1998 rider number list yet to know? Well, if Dowd kept the same number year after year, you'd already know what number he'll be next year. (He'll be number nine)

Think about it: Would it not have been cool had Bob Hannah carried the same number throughout his career?

To me, the only positive thing about the AMA's system right now is that it's prestigious for a privateer to carry a double-digit number plate. A double-digit number means you've earned enough points in supercross and motocross to finish among the top 99 riders. However, if you are number 99, you'd better hope that the rider who earned number 13 isn't superstitious, because that person is allowed to forgo the number 13 for the next-higher number (14), bumping every rider behind him down one spot. If you're number 99, oh well...

Of course, a rider will have to stay active on the National circuit to keep his or her number, just like they have done on the GNC and road race circuits, but I think giving riders numbers they can keep will benefit both the riders and the fans. It'll give the riders more identity, and make it easier for the fans to identify them.

So, having riders not change their numbers year after year is one change I can live with. CN

LOOKING BACK...

30 YEARS AGO... NOVEMBER 9, 1967

Manuel A. Burton received a whopping $10 for the cover photo, which depicted Dennis Birkman as he flogged his BSA in practice at Elsinore, California... **Gary Conrad** (Gre) took the win at the Rams MC Hare & Hound to remain undefeated in 17 straight desert, scrambles and trials starts... **Ted Sloan** was the man to beat in the 250cc Expert class at the Taft MC Scrambles... **Dave Aldana** (Hon) held off **Russ Robinson** to win the 100cc main event at Orange County Speedway... **Sachs** took out a junior-page ad on page 11, heralding its Boondocker enduro model... A "desert ready" 1963 Triumph TR6C could be purchased out of the Want Ads section for $625.

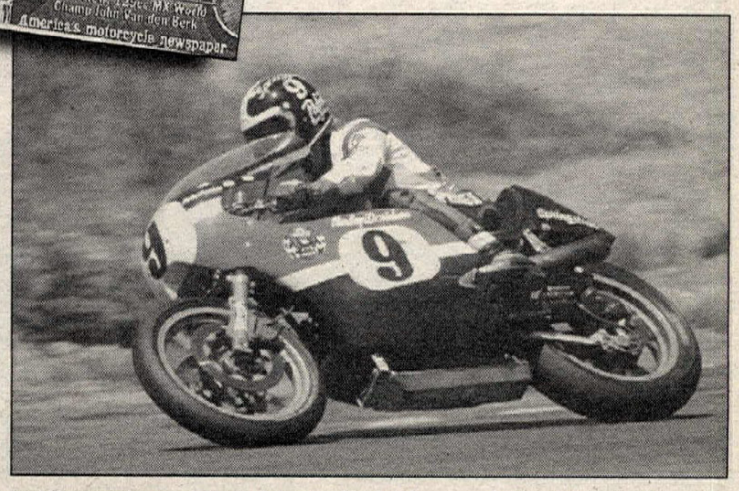
20 YEARS AGO... NOVEMBER 2, 1977

A photo of Women's National Motocross Champion **Sue Fish** graced the cover of the issue, and it was backed by a two-page feature in which Fish announced that she was going to start racing heads-up against the boys...

Roger Decoster (Suz) went 2-1 to beat American superstar **Bob Hannah** (Yam) at the St. Peters, Missouri, round of the Trans-AMA MX Series... **Jeff Callihan** (Suz), **Ferrell McCollough** (C-A) and **Gary Easton** (Yam) captured the 125cc, 250cc and Open classes, respectively, at the AMA Amateur National MX Championships in Axton, Virginia... **Lance King** scored a 15-point maximum en route to the victory in the U.S. Junior National Speedway Championship in Costa Mesa, California... **Tom Kelly** (KTM) won the CRC hare scrambles in California City, California... Betor forks for RM80s and YZ80s made an appearance in the New Products section. They retailed for $199.

10 YEARS AGO... NOVEMBER 4, 1987

Cycle News tested the **1988 Honda CR500RJ** and the **Cagiva V587** road racer... **Tommy Watts** (Kaw) won the 500cc Pro class at the final round of the CMC/Dodge Truck Trans-Cal Series at Carlsbad Raceway in Carlsbad, California, to wrap up the series title in the class... **Dick Mann** hosted his fourth annual Vintage Dirt Bike Rally at Sandhill Ranch in Brentwood, California. Several motorcycling legends, such as **Jody Nicholas**, **Gary Nixon**, **Bart Markel** and **Mert Lawwill**, were in attendance... The **1988 Suzuki street bike lineup** was debuted on page 20. Two new Katana models were highlighted... **Ed Lojak** (Hus) captured the 1987 AMA National Hare Scrambles Championship with the overall victory at Devil's Ridge in Raleigh, North Carolina... **Team Gamma** (Suz) won the WERA six-hour road race at Summit Point, West Virginia. CN



Jay Springsteen at speed on Lucifer's Hammer in 1983. Photo from the *Cycle News* Archives.

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